CA4 ON HBL A05
C51T6
1991
July 22/91 -

URBAN MUNICIPAL

[redacted]

TRANSPORT [redacted] ENVIORMENT

[redacted]

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1991

CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1991 July 18

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 July 22
9:30 o'clock a.m.
Room 233, City Hall

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

DELEGATIONS:

A. **9:45 a.m.** Public Meeting pursuant to the Municipal Act regarding a by-law for the proposed widening to three lanes of Sanatorium Road from West 21st to Garth Street to provide a left turn lane at Garth Street.

B. **10:00 a.m.** Public Meeting pursuant to the Municipal Act regarding a by-law for the stopping-up, closing and sale of the east/west assumed alley south of King Street between John and Catharine Street.

C. **10:15 a.m.** Public Meeting pursuant to the Municipal Act regarding a by-law in the stopping up, closing and sale of the east/west alleyway south of Concession Street from East 38th Street to the north/south alleyway.

D. **10:30 a.m.** Public Meeting pursuant to the Municipal Act regarding a by-law for the stopping up, closing and sale of the east/west alleyway south of Main Street East between Balmoral Avenue and Grosvenor Avenue.

E. **10:45 a.m.** Barbara Weaver, Parents for a Safer Neighbourhood. Request for a school crossing guard - intersection of Queen Street and Aberdeen Avenue

F. **11:00 a.m.** Delegation regarding Truck Traffic on Lloyd Street

1. **ADOPTION OF MINUTES:**

Minutes of the Meeting held June 17, 1991

2. **CITY SOLICITOR:**

Greenhill Avenue - Train Whistling

3. **MANAGER OF PURCHASING:**

Rental of Labour and Equipment for snow removal, 1991-92, 1992-93, 1993-94.

4. **DIRECTOR OF PROPERTY:**

4.1 Purchase of Land required for the extension of Forbes Avenue from Frank Russo and Paola Pasinato - Part of property at 1286 Upper James Street

4.2 Sale of Alleyway - Frederick and Wilma Daskaluk - East/West Alley Directly North of Municipal Address at 103 East 19th Street

4.3 City purchase from the Board of Education - lands required for roads in Chappel East and West neighbourhoods

5. **DIRECTOR OF PUBLIC WORKS:**

5.1 Policy for Industrial Roadside Beautification Program

5.2 Replace of Decorative Light Fixtures within the Downtown Core

6. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES:**

6.1 Incorporating certain City lands into DiCenzo Drive by By-Law

6.2 Proposed Construction of Concrete Sidewalks on Sorrento Place

6.3 Temporary Street Closures for a Cycle Race on Sunday,July 28, 1991

6.4 1991 City of Hamilton - Supplementary Road and Sidewalk Reconstruction Programme

6.5 Rescind Approval to Close the Assumed Public Alleyway Between Hillview Street and Emerson Street South of Ainslie Avenue

6.6 Establishment of "Elite Drive" as a City Road Allowance

6.7 Encroachment Agreements

7. **DIRECTOR OF TRAFFIC SERVICES:**

7.1 **Intersection Control**

i. Sanatorium Road between Rice Avenue and Garth Street

ii. Oak Avenue and Birge Street

iii. Northgate Drive and Moxley Drive

iv. Dundonald Avenue and Erindale Avenue and Montrose Avenue and Aberfoyle Avenue

v. Kentley Drive and Nugent Drive

7.2 **Parking Regulations**

i. West side of Dunn Avenue, north of Brampton Street

ii. South side of Maplewood Avenue between Lorne Avenue and Norway Avenue

iii. West 35th Street between Bendamere Avenue and the south end

iv. South side of Colbourne Street between Severn Street and MacNab Street

v. West side of Mount Albion Road between Kingswood Drive and Glencastle Drive

vi. West 34th Street between Bendamere Avenue and Leslie Avenue

vii. North side of Jackson Street East between Catharine Street and Walnut Street - Parking meters

viii. East side of East 22nd Street, north of Fennell Avenue - Wheelchair Loading Zone

7.3 **Corner Clearances**

i. East side of East 25th Street, south of Franklin Road

ii. Intersection of Everest Street and Templemead Drive

iii. North side of Dallas Avenue, east of East 36th Street

iv. North side of Main Street East, west of Delena Avenue

7.4 Appointment of Parking Control Officers

7.5 Bayfront/Nash Route - Bus Stop Relocation

7.6 Burlington Street East at Hillyard Street - School Crossing Guard

7.7 Glencarry Avenue, north of King Street East - proposed narrowing and one-way southbound operation

7.8 Ontario Provincial Bicycle Policy - Submission to the Ministry of Transportation

7.9 Response to Public Comments: Pedestrian Safety Meeting

8. **MAYOR R.M. MORROW**

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North End East neighbourhood

9. **OTHER BUSINESS**

Chairman's Remarks
Requests from Alderman Agostino

10. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Pedestrian Crossings	August 20, 1990	Mr. M. Main	Pending
2.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled
3.	Snow Clearing Charges 575 James Street North	April 15, 1991	Ald. V. Agro	Tabled
4.	Funding Traffic Signal Mount Albion and Albright Road	June 17, 1991	Geoff Aston	Tabled

July 18, 1991

T. Agnello
Secretary

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

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July 18, 1991

T. Agnello
Secretary

A.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: *1991 July 9*
819-112 H. Salatandre

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

By-Law for the Proposed Reconstruction and Widening of Sanatorium Road from West 21st Street to Garth Street, Hamilton.

RECOMMENDATION:

a) That the By-Law to alter Sanatorium Road from West 21st Street to Garth Street be introduced and approved.

b) That the Commissioner of Transportation/Environmental Services be authorized to prepare the construction documents and to carry out construction this year.

Ted Gall

for L.D. Turvey, P.Eng.
Commissioner of Environmental/
Transportation Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's 1991 Capital Budget includes $1,004,000 for road and sidewalk reconstruction on Sanatorium Road from Rice Avenue to Garth Street.

BACKGROUND:

On June 25, 1991 City Council authorized the advertisement of this project in accordance with Section 301 of the Municipal Act. Notices were hand delivered on June 28, 1991 to each owner/tenant along the affected section of Sanatorium Road. The project was advertised in the Hamilton Spectator for four consecutive weeks, June 27, July 4, 11, and 18, in accordance with the Municipal Act.

Cont'd...

By-Law for the Proposed Reconstruction and Widening of Sanatorium Road from West 21st Street to Garth Street, Hamilton (Cont'd)

To date no objections have been received as a result of the notices.

Traffic on Sanatorium Road has experienced considerable delay through the intersection at Garth Street because all left-turning, right-turning and through traffic share one lane. At present, the intersection has flashing red lights on Sanatorium Road and flashing amber lights on Garth Street. Installation of traffic signals may not solve the problem at the intersection because of the proximity of the traffic signals at Mohawk Road which would impede the progression of through traffic through the intersections, resulting in lengthy queues on Garth Street.

The proposed works consist of a widening of the existing two lane roadway to three lanes in order to provide a left-turn lane at Garth Street .

HS/cb

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO.

TO ALTER AND RECONSTRUCT SANATORIUM ROAD BY WIDENING TO THREE LANES FROM WEST 21ST STREET TO GARTH STREET

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 298 of the Municipal Act, R.S.O. 1980, Chapter 302, to alter, establish and lay out any highway or part of a highway under its jurisdiction;

AND WHEREAS it is necessary to widen Sanatorium Road , as described in more detail in Schedule "A" attached hereto;

AND WHEREAS the Council of The Corporation of the City of Hamilton, at its meeting held on the 25th day of June 1991, in adoption Section 14 of the 9th Report of the Transport and Environment Committee, authorized the alteration and reconstruction of Sanatorium Road as described in Schedule "A" attached hereto;

AND WHEREAS Notice of this by-law was published as required by section 301 of the Municipal Act.

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transportation and Environment Committee, has heard all persons who applied to be heard, whether in objection to, or in support of this by-law.

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. The alteration and reconstruction of Sanatorium Road by widening to three lanes, from West 21st Street to Garth Street, as described in Schedule "A" attached hereto and forming part of this by-law, may be proceeded with.

2. The proper officials of the Corporation of the City of Hamilton are hereby authorized and directed to sign all documents and do all things necessary to implement these works.

PASSED this the day of A.D. 1991.

SCHEDULE "A"

To

By-law No.

DESCRIPTION OF WORK TO BE UNDERTAKEN

SANATORIUM ROAD

-Pavement widening to three lanes, from West 21st street to Garth Street

Evans, Husband
Barristers and Solicitors

RAMSEY A. EVANS, Q.C. (1947-1979)
J. ROSS HUSBAND, Q.C.
EARL R. CRANFIELD, Q.C.
FRED J. LEE, C.D., B.A., LL.B.
RALPH W. HAYMAN, B.A., LL.B.
JAMES D. HIGGINSON, B.A., LL.B.
JOHN A. EVANS, B.A.(HONS.), LL.B.
MICHAEL D. MacPHERSON, B.A.(HONS.), LL.B
BRIAN D.B. HEAGLE, B.A., LL.B.

TELEPHONE (416) 528-0084
FAX (416) 528-7692

SUITE 901
20 HUGHSON STREET SOUTH
Hamilton, Ontario
CANADA L8N 2A1

JUL 16 1991

July 16, 1991

Transport and Environment Committee
City Clerk's Office
The Corporation of the City of Hamilton
71 Main Street West, 2nd Floor
Hamilton, Ontario
L8N 3T4

Attention: Tina Agnello, Secretary

Re: Road and Sidewalk Reconstruction -
Sanatorium Road, Hamilton.

Dear Sirs:

Pursuant to the notice given to property owners in the above matter, we wish to advise that we act on behalf of the owner of the Sanatorium Pharmacy located at the corner of Sanatorium Road and Garth Street, specifically No. 908 Garth Street.

Since the owner has some concerns about the above matter, we will be attending on his behalf as his Counsel at the meeting scheduled for ten o'clock in the forenoon, July 22, 1991.

Yours very truly,

EVANS, HUSBAND

Per:

Fred J. Lee

FJL/mm

B.

CITY OF HAMILTON

-RECOMMENDATION-

DATE: June 7, 1991
T103 03 (176) J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Proposed Alleyway Closure: First Public Assumed Alley south of King Street between John and Catharine Streets.

RECOMMENDATION

a. i) That the authorization granted by City Council on June 25, 1985, in adopting Item 2 of the 11th Report of the Transport and Environment Committee, be rescinded.

b. i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law for the stopping up, closing and sale of the first east/west assumed alley south of King Street between John and Catharine Streets.

ii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act.

iii) That the applicant register a reference plan under The Registry Act, said plan be prepared by an Ontario Land surveyor to the satisfaction of the Regional Surveyor, that it delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

Cont'd

iv) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners as appraised at current market value.

v) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.

for L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

BACKGROUND

We have received a request from Mr. M. McHugh, solicitor on behalf of Joymarmon Properties Inc., owner of The Royal Connaught Hotel, to close the subject alley as shown on the attached drawing. The Royal Connaught Hotel is the abutting owner on both sides of the alley along its complete length.

The present alley system in the block bounded by John, Catharine, Main and King Streets is public assumed.

City Council on June 25, 1985 adopted Item 2 of the 11th Report of the Transport and Environment Committee approving the closure of the East/West alleyway from Catharine Street to 60.48m westerly. The proposed closure of the entire alley would provide more parking as well as the required room for future expansion.

We have circulated a notice of the proposed closure to the affected municipal departments and public utilities, and no objections to this request were received. The City of Hamilton Property Department (Real Estate Division) has informed us that once the alleyway is closed, the lands will be offered at the current commercial market value.

Circulation was sent to 255 area businesses and residents and the response is as follows:

In Favour 26 Opposed 2 No Response 227

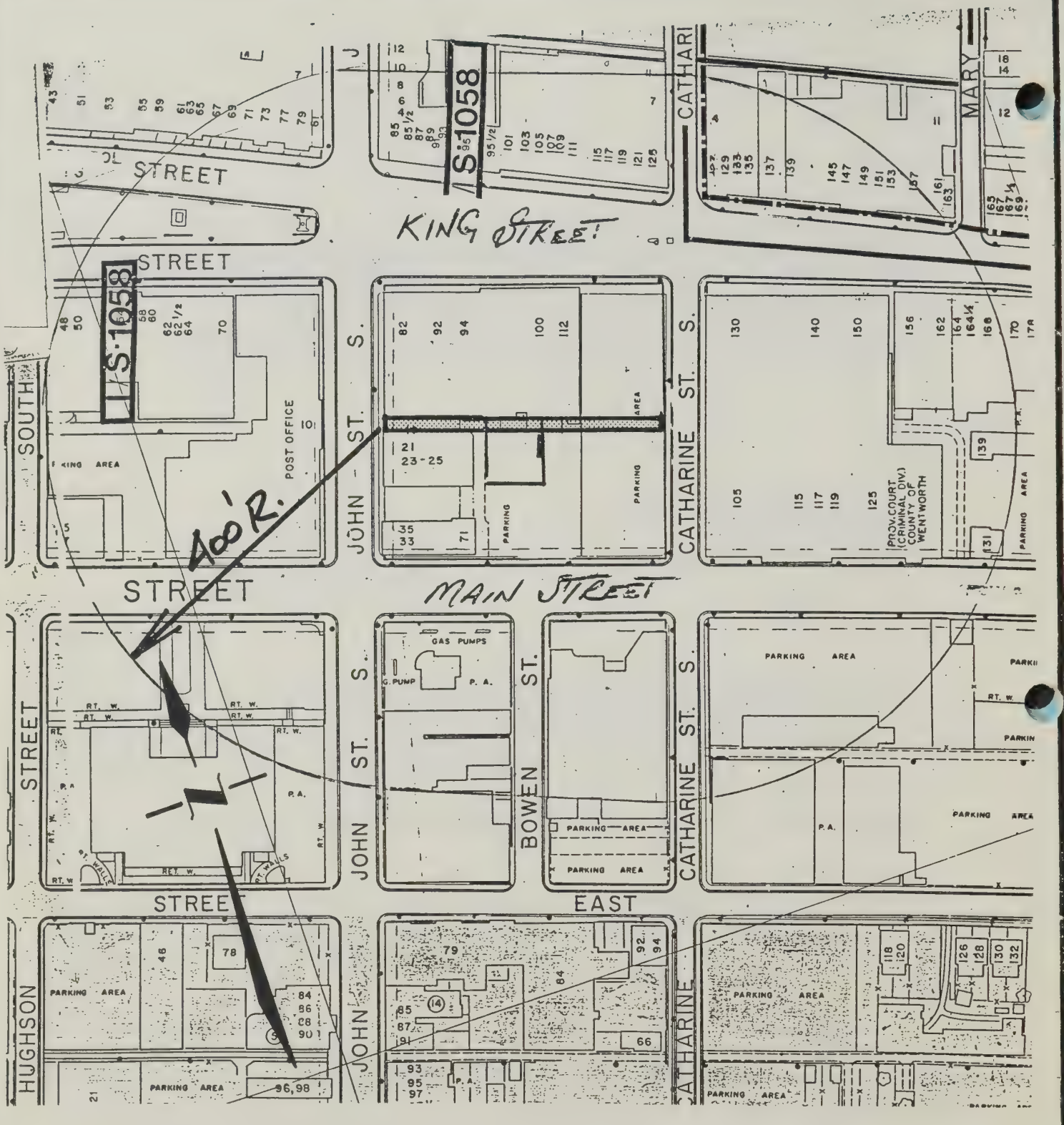
Of the 2 negative responses, one did not give a reason and the second was concerned that the abutting property owners might desire the property. The Royal Connaught is the abutting owner on all sides.

Cont'd

Since the Transport and Environment Committee has received an application from the abutting owner to close the alley, and since the requested area is effectively blocked off to vehicular traffic, we have no objection to this closure request.

JKC:lm
Encl.

cc: R. Sabo, Law Department
cc: Alderman V. Agro
cc: Alderman Wm. McCulloch



PROPOSED ALLEY CLOSURE LOCATION PLAN

LEGEND

PROPOSED ALLEY CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE	FILE NO.	NORTH
N.T.S.		

JUL 11 1991

UNCLE TOMMY'S WHOLESALE TRAVEL **549·99·99**

10 July 1991

Tina Agnello

Transport and Environment Committee
City Hall
Hamilton, Ontario
L8N 3T4

Attn: Mr. Merling, Chairman: Transport and Environment Committee

Dear Mr. Merling:

I am writing to you with regards to the proposed alley closure which allows access between John Street South and Catherine Street South.

Let me first say that my interest in this proposed alley closure stems from the fact that I operate a business one half a block away from this alley. I am an owner of the building in which my travel business operates.

I feel that this alley way has allowed me reasonable access to my property and left me much less fear if a fire were to break out in the immediate area. I am concerned, that upon approval of this alley closure, that reasonable access to my property would not be available. With 3 restaurant's fronting John Street South, all on the same block, between Main Street East and King Street East I question not only my safety but the safety of others.

Please consider my concern's seriously when deciding whether to close the alley or just leave a good thing alone. If not for the sake of reasonable access but for the safety of all.

Please point out to the other committee members my position on this matter, by reading this letter to them, and take note that I am firmly opposed to the closure of this alley.

Thank you,
Uncle Tommy's Travel Consultant's Inc.

Tommy Tarpos, C.T.C.

69 MAIN ST. EAST, HAMILTON, ON L8N 1G2 • FAX (416) 528-6899 • 1141 MAIN ST. EAST, HAMILTON, ON L8M 1P2 • FAX (416) 545-2220

PROPOSED CLOSURE OF EAST-WEST ALLEYWAY BOUNDED BY MAIN JOHN KING AND CATHARINE STREETS

PLEASE CHECK ( ) ONE OF THE FOLLOWING

I AM IN FAVOUR OF ( )

I AM OPPOSED TO (X)

REASON

The adjacent business people & owners may require the alleyway.

SIGNED

LEONARD H.P. PANEK, B.A., LL.B.
BARRISTER, SOLICITOR, NOTARY

PANEK LEONARD HE OR OCCUPANT
105 MAIN ST E RM 504
HAMILTON ONT

L8N 1G6

PLEASE DIRECT INQUIRIES TO

THE HAM WENT REGION

ENGINEERING DEPARTMENT

MR J CLAIRMONT 546 4279

FILE-T1030317a SEQ-00138

C + D.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: July 12, 1991
S610-03

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Sale of portions of City Alleys.

RECOMMENDATION:

a) That the following City lands be sold to various abutting owners as noted in Schedule 'A'.

b) That the By-Laws attached to this report to carry out the sale of the said lands be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

Ted Gillis

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd .....

BACKGROUND

To complete the sale of portions of City owned alleys to the abutting owners as authorized by:

(1) Item 36, of the 20th Report of the T. & E. Committee dated Dec. 4, 1989.
(2) Item 5 of the 8th Report of the T. & E. Committee dated May 14, 1991.

/ljm
Encl.

cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Sale of City Lands	Sale to	Description of Sale	Consideration
Alley south of Concession Between East 38th and East 39th	Peter Emery	Part 2, 62R-11097	$1.00
	Donald Wilds	Part 3, 62R-11097	$1.00
	Marc and Carol Corrin	Part 1, 62R-11097	$1.00
	Milorad and Dusica Kobiliski	Part 4, 62R-11097	$1.00
Alley south of Main (betwen Balmoral Avenue and Grosvenor)	Diego & Mary Sebastianutti	Part 5, 62R-10227	$1.00
	482115 Ontario Ltd.	Part 8&9, 62R-10227	$1.00
	Michael & Jessie Wyslobicky	Part 6, 62R-10227	$1.00
	George Badura	Part 2, 62R-10227	$1.00
	Mario Felicetti	Part 3, 62R-10227	$1.00

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO AUTHORIZE THE SALE OF THE CLOSED PORTIONS OF THE FIRST EAST/WEST ALLEYWAY SOUTH OF CONCESSION STREET BETWEEN EAST 39TH AND EAST 38TH STREET, REGISTERED PLAN 444 DESIGNATED AS PARTS 1,2,3, AND 4 ON PLAN 62R-11097

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 301 of The Municipal Act, Revised Statutes of Ontario, 1980, Chapter 302, to stop-up, and sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 36 of the 20th Report of the Transport and Environment Committee on December 4, 1989 authorized the City to stop-up, and close the highway and offer to sell the soil and freehold therein as hereinafter described, the extent and boundaries of which are more particularly described in Schedule "A" attached hereto;

AND WHEREAS the unopened road allowance known as the East/West Alley, the extent and boundaries of which are more particularly described in Schedule "A" annexed hereto , was stopped-up and closed by Judge's Order registered on 7, January, 1991 as Instrument No. 072227.

AND WHEREAS the Peter Emery, Donald Wilds and Donald Wilds Jr., Milorad and Dosica Kobilski are the abutting owners to the north of East/West Alley.

AND WHEREAS Marc and Carol Corrin are the abutting owners of the lands to the south of the East/West Alley.

AND WHEREAS Notice of the said by-law has been published as required by Section 301 of the said Municipal Act.

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. (a) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 2 on Plan 62R-11097 may be offered for sale to the owner of the land abutting to the north, being Peter Emery or his successors or assigns for the sum of $1.00.

   (b) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 3 on Plan 62R-11097 for sale to the owner of the land abutting to the north, being Donald Wilds and Donald Wilds Jr., or their successors or assigns for the sum of $1.00.

   (c) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 4 on Plan 62R-11097 for sale to the owners of the land abutting to the north, being Milorad and Dusica Kobilski, or their successors or assigns for the sum of $1.00.

(d) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 1 on Plan 62R-11097 for sale to the owner of the land abutting to the south being Marc and Carol Corrin or their successors or assigns for the sum of $1.00.

2. If the above-mentioned owners of the abutting lands or their successors or assigns do not purchase the said portions of Alley within 30 days of the date of passing of this by-law, the sale of the said property may be authorized to any other person as may be approved by a subsequent by-law.

3. This by-law comes into force and effect on the date of its enactment.

PASSED this day of A.D. 1991.

City Clerk Mayor

"Schedule A"

Parts of the East/West Alley south of Concession Street, Registered Plan No. 444 designated as Parts 1,2,3 and 4, Plan 62R-11097 in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO AUTHORIZE THE SALE OF THE CLOSED PORTIONS OF THE FIRST EAST/WEST ALLEYWAY SOUTH OF MAIN STREET EAST BETWEEN BALMORAL AVENUE AND GROSVENOR AVENUE, REGISTERED PLAN NO. 586 DESIGNATED AS PARTS 2,3,5,6,8, AND 9 ON PLAN 62R-10227

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 301 of The Municipal Act, Revised Statutes of Ontario, 1980, Chapter 302, to stop-up, and sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 5 of the 8th Report of the Transport and Environment Committee on March 8, 1988 authorized the City to stop-up, and close the highway and offer to sell the soil and freehold therein as hereinafter described, the extent and boundaries of which are more particularly described in Schedule "A" attached hereto;

AND WHEREAS the unopened road allowance known as the East/West Alley, the extent and boundaries of which are more particularly described in Schedule "A" annexed hereto , was stopped-up and closed by Judge's Order registered on 26, February, 1991 as Instrument No. 76169.

AND WHEREAS the George Badura and Morris and Roxanne Felicetti are the abutting owners to the south of East/West Alley.

AND WHEREAS Diego and Mary Sebastianutti, Michael and Jessie Wyslobicky and 482115 Ontario Limited are the abutting owners of the lands to the north of the East/West Alley.

AND WHEREAS Notice of the said by-law has been published as required by Section 301 of the said Municipal Act.

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. (a) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 2 on Plan 62R-10227 may be offered for sale to the owner of the land abutting to the south, being George Badura or his successors or assigns for the sum of $1.00.

   (b) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 3 on Plan 62R-10227 for sale to the owner of the land abutting to the south, being Morris and Roxanne Felicetti, or their successors or assigns for the sum of $1.00.

   (c) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 5 on Plan 62R-10227 for sale to the owners of the land abutting to the north, being Diego and Mary Sebastianutti, or their successors or assigns for the sum of $1.00.

(d) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 6 on Plan 62R-10227 for sale to the owner of the land abutting to the north being Michael and Jessie Wyslobicky or their successors or assigns for the sum of $1.00.

(e) Subject of section 2, the soil and freehold in those portions of the stopped-up and closed road allowance known as the East/West Alley designated as Part 8 and 9 on Plan 62R-10227 for sale to the owner of the land abutting to the north being 482115 Ontario Limited or his successors or assigns for the sum of $1.00.

2. If the above-mentioned owners of the abutting lands or their successors or assigns do not purchase the said portions of Alley within 30 days of the date of passing of this by-law, the sale of the said property may be authorized to any other person as may be approved by a subsequent by-law.

3. This by-law comes into force and effect on the date of its enactment.

PASSED this day of A.D. 1991.

City Clerk Mayor

"Schedule A"

Parts of the East/West Alley south of Main Street between Balmoral Avenue and Grosvenor Avenue, Registered Plan No. 586 designated as Parts 2,3,5,6,8 and 9, Plan 62R-10227 in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth.

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

E

July 18, 1991

Ms. Barbara Weaver
1 Ravencliffe Avenue
Hamilton, Ontario
L8P 3M3

RE: Request for School Crossing Guard -
Intersection of Queen Street and Aberdeen Avenue

Dear Ms. Weaver:

This is to confirm that you are to appear as a Delegation on behalf of Parents for a Safer Neighbourhood at the Transport and Environment Committee meeting of July 22, 1991 at 10:45 a.m. in Room 233, City Hall, to present your views on the above-noted matter.

Should you have any questions please feel free to call me at 546-2729.

Sincerely,

Tina Agnello, A.M.C.T., C.M.M.II.
Secretary
Transport and Environment Committee

cc: Alderman W. McCulloch
Alderman T. Cooke
Mr. Murray Main

THE June 17/91
Tabled to next
Mtg TA.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 3

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Request for a School Crossing Guard - Intersection of Queen Street South and Aberdeen Avenue (TEC-81-91)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

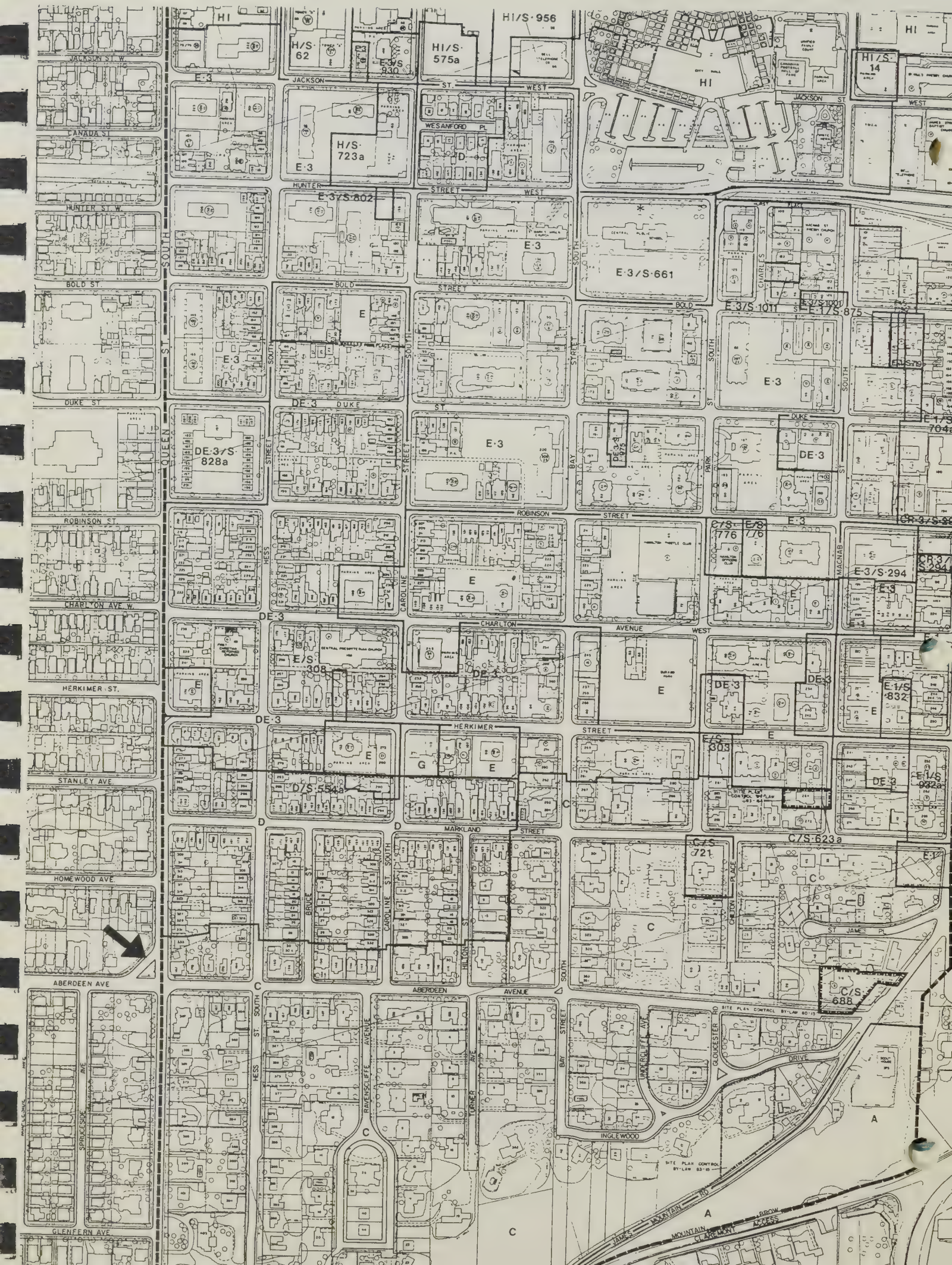
The present cost of assigning a School Crossing Guard to any intersection in the City is approximately $6,000.00 and no funds have been budgeted in the 1991 Traffic Department budget for additional School Crossing Guard locations.

BACKGROUND:

Alderman William McCulloch has requested the Traffic Department to determine the need for a School Crossing Guard at the traffic signal controlled intersection of Queen Street South and Aberdeen Avenue.

The Traffic Department conducted studies at this location on 1991 April 29, and it has been determined that very few school children cross at this intersection in the morning and evening crossing periods and no children were observed crossing during the lunch time crossing periods. All children crossing in the signalized crosswalks crossed safely with the pedestrian signal indications and the 13 children in the morning and evening crossing periods observed in the southbound right turn lane, which is not under the traffic signal control, crossed safely after waiting for an appropriate gap in traffic.

Traffic Department records indicate that in the past three years there has not been a motor vehicle collision involving a school-aged child reported at this intersection. Therefore, the presence of a School Crossing Guard could not improve upon this perfect student collision safety record, and therefore, the Traffic Department recommends that a School Crossing Guard not be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue, at this time.


JACKSON ST. W.
CANADA ST.
HUNTER ST. W.
BOLD ST.
DUKE ST.
ROBINSON ST.
CHARLTON AVE. W.
HERKIMER ST.
STANLEY AVE.
HOMEWOOD AVE.
ABERDEEN AVE.
GLENFERN AVE.
JACKSON ST. WEST
HUNTER STREET WEST
BOLD STREET
DUKE STREET
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
QUEEN ST. SOUTH
HESS ST. SOUTH
CAROLINE ST. SOUTH
BAY ST. SOUTH
MACNAB ST. SOUTH
CHARLES ST. SOUTH
WESANFORD PL.
HILTON PL.
BRUCE ST.
RAVENSCLIFFE AVENUE
TURNER AVE.
SPRUCESIDE AVE.
JOHN CLIFFE AVE.
GLOUCESTER RD.
CARLTON PLACE
ST. JAMES PL.
INGLEWOOD DRIVE
JAMES MOUNTAIN ROAD
BROW CLAREMONT ACCESS
HI
H/S 62
H/S 723a
H/S 575a
H/S 930
H/S 956
H/S 14
E-3
E-3/S 802
E-3/S 661
E-3/S 1011
E-3/S 1001
E-3/S 875
E-3/S 828a
DE-3/S 828a
DE-3
DE-3/S 925
E-3/S 294
E/S 776
E/S 776
E/S 308
E/S 303
E/S 832
E/S 932a
C/S 554a
C/S 721
C/S 623a
C/S 688
CR-3/S 294
E-1/S 704
E-1/S 875
E-1/S 79

REPORT

TO: Transport and Environment Committee
City of Hamilton

Re: Lack of Pedestrian Safety at the Intersection of Queen St. South and Aberdeen Avenue

FROM: Parents for a Safer Neighbourhood

of Directions

It is our contention that Queen and Aberdeen is one of the busiest and most dangerous intersections of the city. At any one time at this intersection, vehicular traffic can be moving in nine different directions. (See attached diagram)

of Vehicles

Between 8:10 a.m. and 8:40 a.m. (a half-hour period!) 1655 vehicles were counted crossing and/or turning --moving in nine different directions -- 1655 vehicles aggressively moving in nine different directions. (See attached diagram)

This is a signalized intersection. To add to the standard offering of signal lights and pedestrian crosswalks, this intersection has an advance flashing green, a bus "lane", 2 bus stops, and a "right lane must exit" lane.

Mountain Access

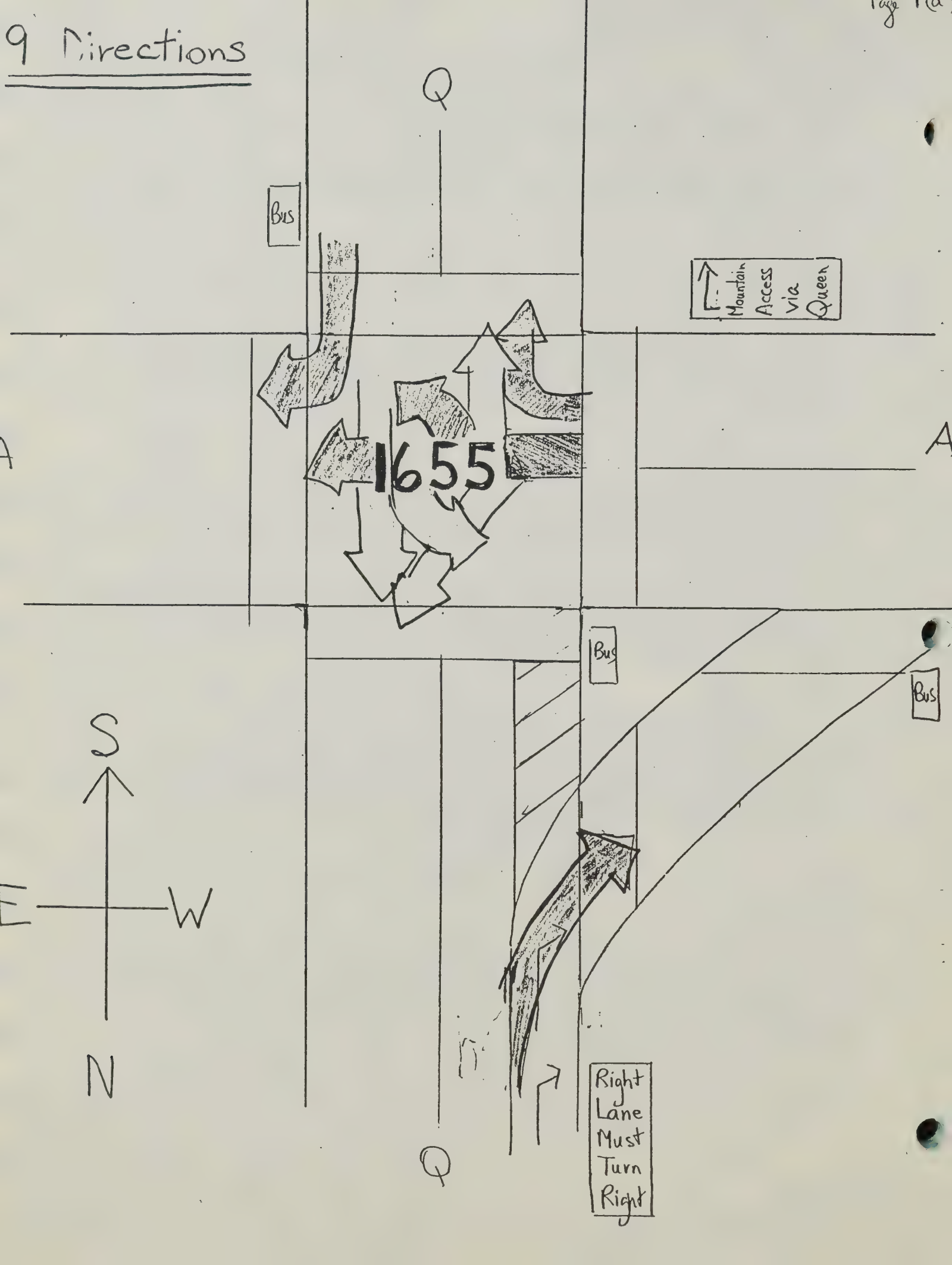
This intersection is, and in fact is signed on east-bound Aberdeen Avenue as, the beginning of a "mountain access". These 1600+ drivers have no responsability to this neighbourhood. The intersection is an access, a thoroughfare. These drivers are en route, pursuing their destinations i.e. - the west mountain; or
- the 403; or
- West Hamilton; or
- the city centre.

Daily Route

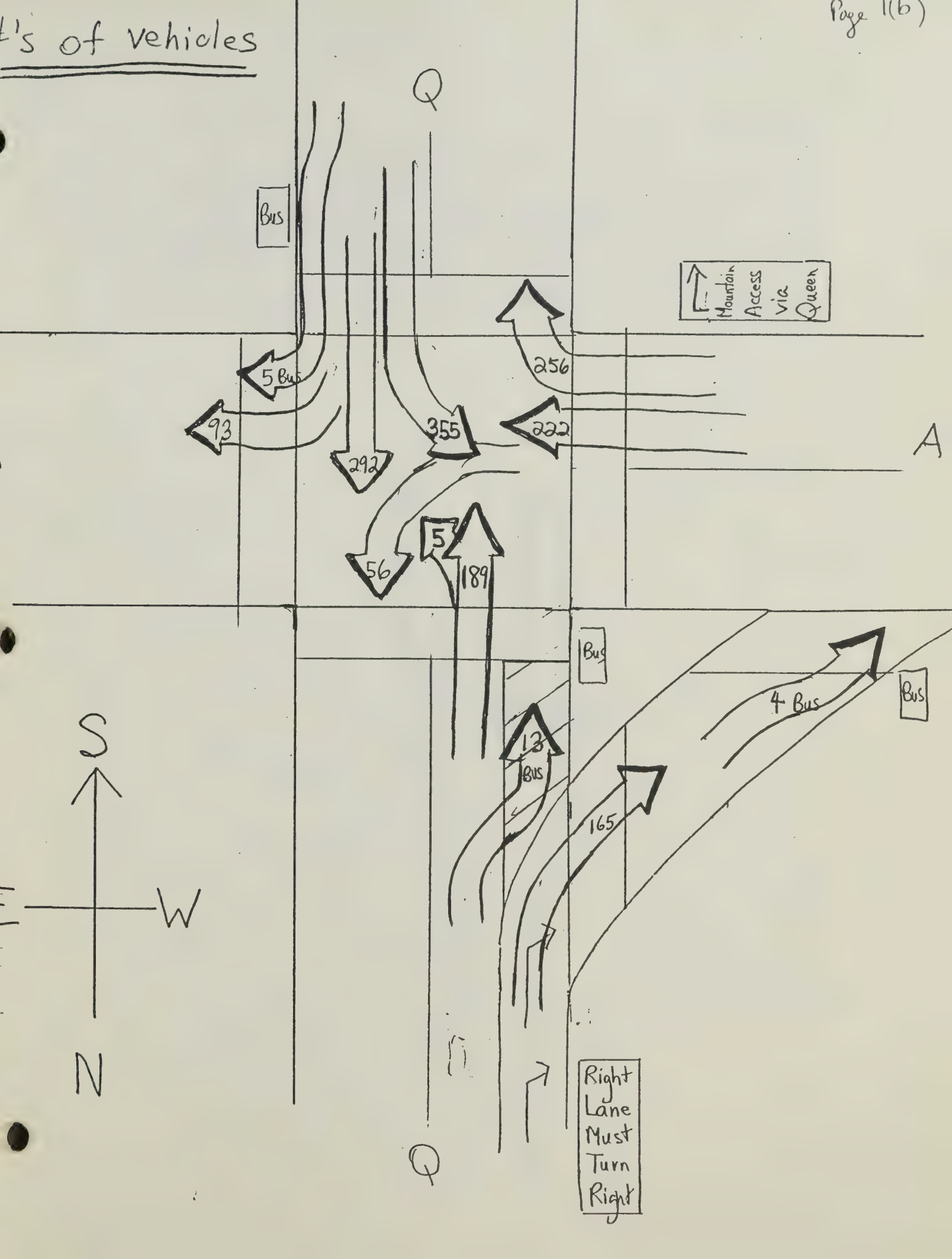
The drivers who use this intersection are following a habitual daily a.m. and p.m. pattern. They have timed their route, and the lights.

The traffic signals move the traffic well. They do not stop the traffic well. This creates the following situational problems and confusion for pedestrians:

9 Directions



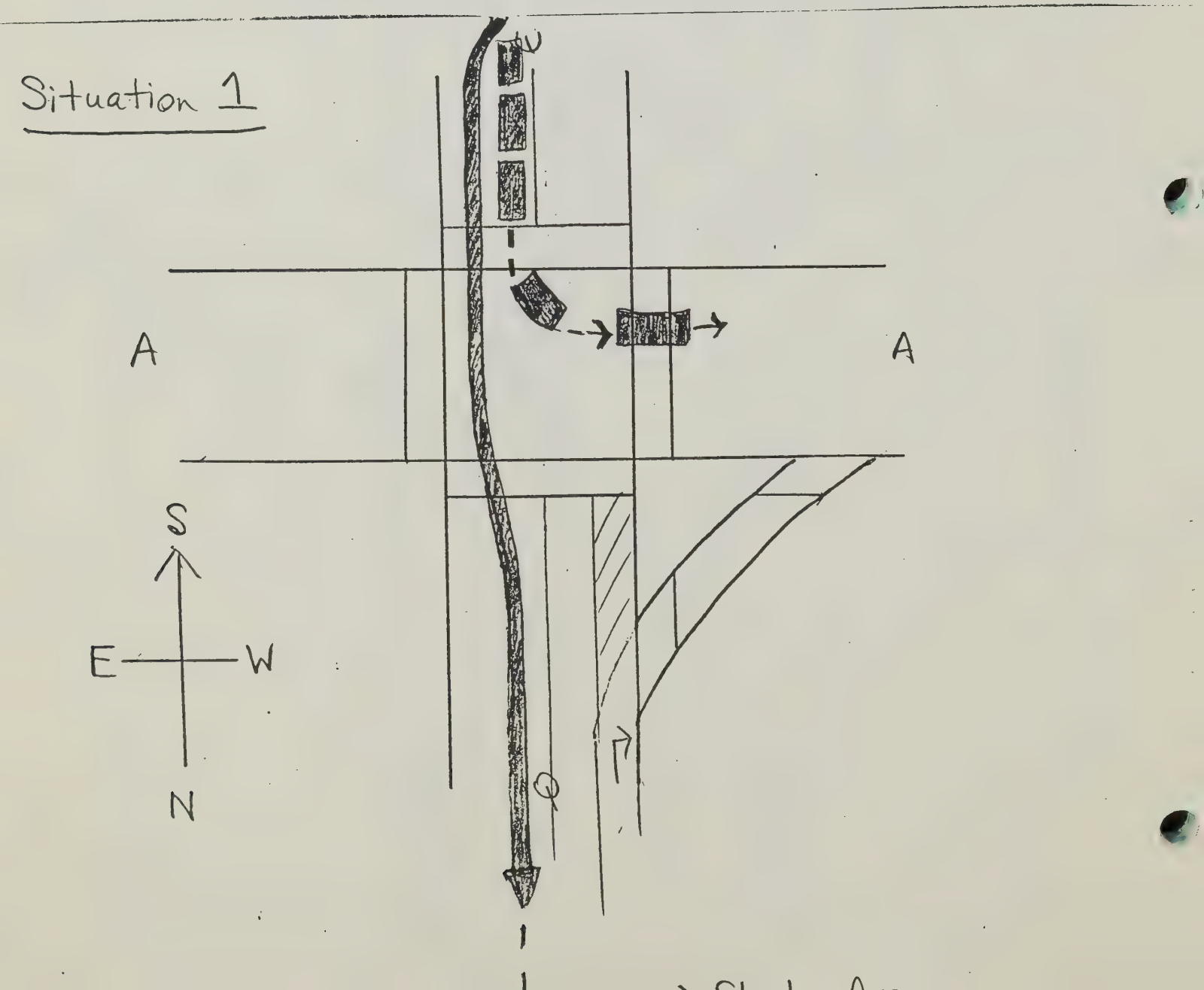
t's of vehicles



SITUATIONS :

1) Traffic descending the mountain access: The hill flattens out, and the driver sees the Queen and Aberdeen intersection ahead. The driver counts the number of cars turning west onto Aberdeen. He quickly realizes he will not "make" the light. He scoops into the right through-traffic lane. He accelerates, and he risks a red light in traversing the intersection.

It's a game. If there were pedestrians at the intersection, the driver didn't see them. He is now intent on making a left turn at Stanley Avenue.

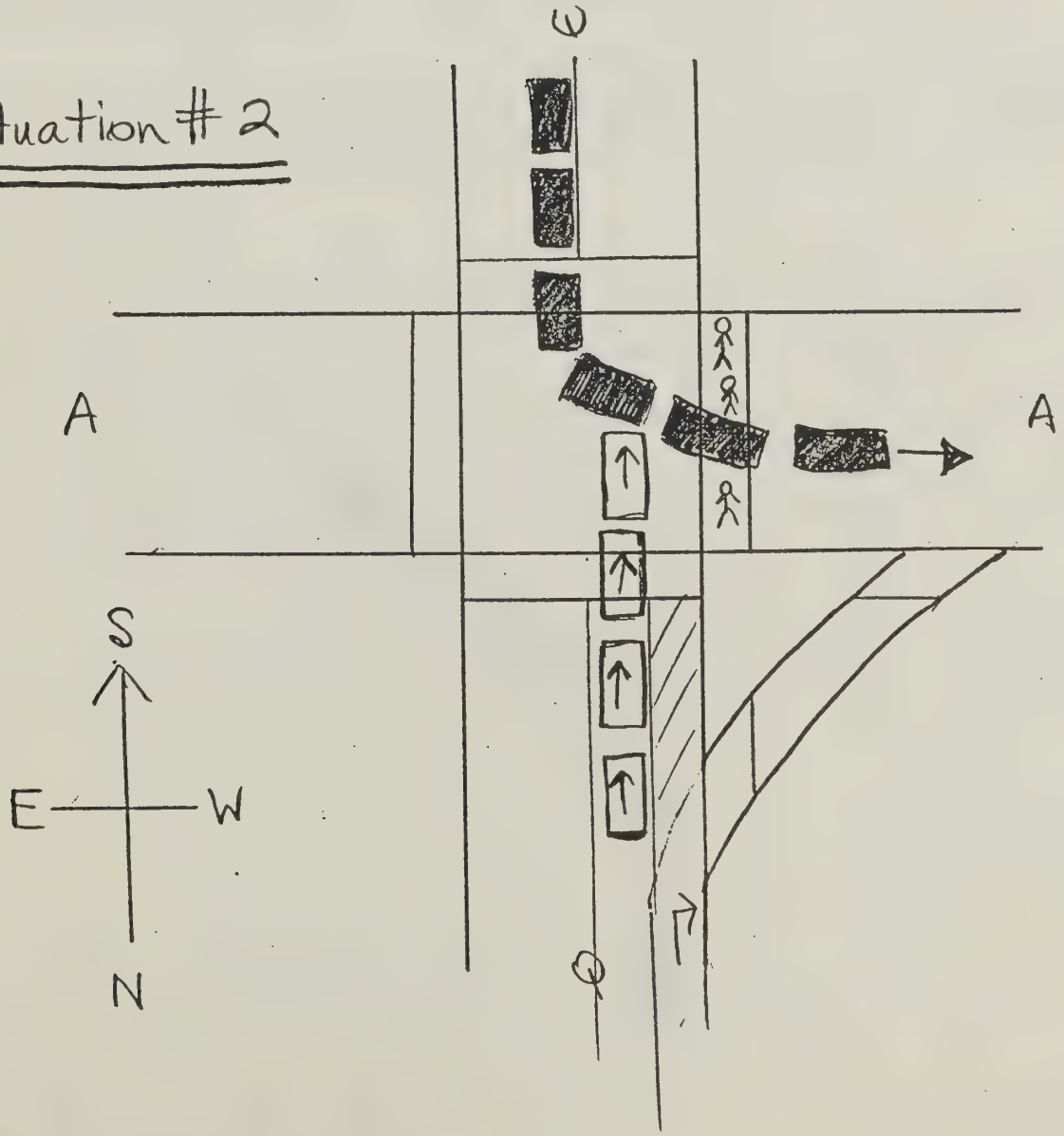


2) Advance flashing green: Traffic descending the mountain access turning west onto Aberdeen.

After the flashing green changes to a solid green, cars turning left and west onto Aberdeen continue to turn, daring both:
a) pedestrians crossing Aberdeen on the west side of Queen; and
b) mountain-bound traffic on Queen.

Rightful pedestrians are caught in the crosswalk by turning cars.

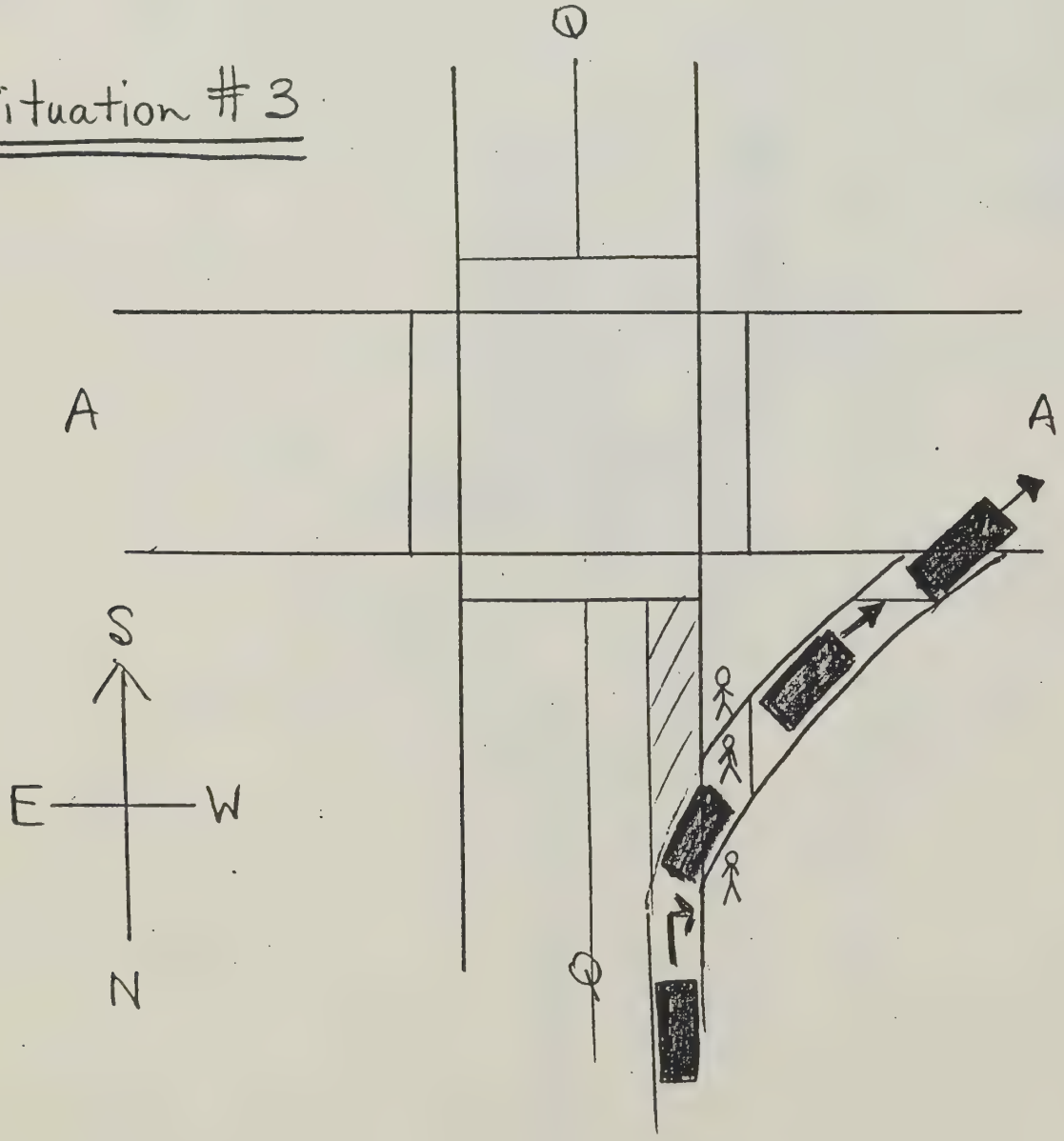
Situation #2



3) Southbound traffic on Queen using "Right Lane Must Exit" lane to vere west and to merge with west-bound Aberdeen

Most cars do not signal their turn. Pedestrians can not determine who is turning and who isn't. To complicate matters further, some cars use this special exit lane but do not turn; go straight; use the bus area; and then race the legitimate mountain-bound traffic for the one lane available on the south side of the inter = section.

Situation #3



4) Right-turn traffic: a) from east-bound Aberdeen turning right to go up the mountain

These cars continue to make right-hand turns whether pedestrians are there or not.

b) from north-bound Queen turning right and east onto Aberdeen

Cars and buses roll around this corner without stopping on a red light.

Crossing Guard

We have asked for a crossing guard to help our children cross this intersection before and after school. In the a.m., we counted 112 pedestrians crossing the intersection; 76 of whom had to cross two or three times ; 68 of whom were children.

The school boards have provided statistics showing that there are 97 school aged children (to grade eight) living in the area threatened by this dangerous intersection. Many parents drive their children to and from school for fear of probable injury at Queen and Aberdeen.

Accidents

Mr. Murray Main of the City's Traffic Department, in his letter of May3/91 to the Transport and Environment Committee states that: "in the past three years there has not been a motor vehicle collision involving a school-aged child reported at this intersection." He says further: "Therefore, the presence of a School Crossing Guard could not improve upon this perfect student collision safety record, and therefore, the Traffic Department recommends that a School Crossing Guard not be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue, at this time."

Our investigation proves contrary to the information of the Traffic Department. Please consult the following letters from the Loosley-Millman and the Scarfone families. These children were hit at the intersection of Queen and Aberdeen. This intersection does not have a perfect student collision safety record.

ST. JOSEPH'S HOSPITAL McMASTER UNIVERSITY
DEPARTMENT OF OBSTETRICS & GYNECOLOGY
ST. JOSEPH'S HOSPITAL
301 James Street South
2nd Floor-Fontbonne Building
Hamilton, Ontario Canada L8N 4A6
Telephone (416) 521-6041

June 7, 1991

Mrs. Barbara Weaver
1 Ravenscliffe
Hamilton, Ontario

Dear Barbara:

This is a note with regard to the recent concern regarding the safety of the Aberdeen and Queen crossing. As you know my husband and I, as well as various other people in the community, are quite concerned regarding the safety of this crossing. We have had two children, on separate occasions, hit by motor vehicles while attempting to cross Aberdeen and Queen Street.

The first incident happened approximately two years ago when my son, aged 8 at the time, was crossing Aberdeen from south to north at the corner of Queen. He was accompanied by an adult babysitter at the time and crossing the street on a green light with the WALK sign. The car proceeded east along Aberdeen and stopped at the red light. It then turned right to go up Queen Street without noting the adult and two children in front of it. The car hit my son who was knocked to the ground. The driver then proceeded to yell at the babysitter who pointed at the sign which said WALK. Upon acknowledging this the car rapidly disappeared. Fortunately in this case the child was bruised and scraped but did not have any broken bones or suffer any other untoward physical problem. He was very apprehensive however about crossing the street and for several months thereafter, both because of our concern and his, required an adult to be with him at all times at this particular street crossing.

Earlier this year, we again had another incident with another son, aged 10. He was crossing on the portion of Aberdeen that is led into by a curved entryway from Queen Street (going south on Queen.) He looked prior to crossing and did not see a car. The car was coming around the corner and the driver did not see the child. The child was hit and knocked to the ground by the front of the car. He bounced off the road and the sidewalk. He was quite bruised and had abrasions but again luckily did not suffer any fractures or any other potential long term sequelae.

..../

Mrs. Barbara Weaver June 7th, 1991

I suspect there are many other incidents where children have been hit at this corner. It is an extremely busy area. I would fully support a crossing guard during school hours and perhaps alteration in traffic flow which could reduce the likelihood of accidents. Certainly our personal experience would speak strongly to this effect. I hope that this matter will be given due consideration by city council in a very serious fashion.

Respectfully yours,

MLM/akm

Dr. Margot Loosley-Millman
BSC,MD,PhD,FRCS(C)

Lewis Brown Scarfone Hawkins

BARRISTERS AND SOLICITORS

E. Wade Fernihough
Robert S. Brown
James A. Scarfone
Joseph G. Speranzini
J. Douglas Redfearn
David Thompson

Donald B. Hawkins
Milton J. Lewis, Q.C.
James C. Brown, LL.M.
Michael J. Valente
Jeffrey C. Teal
Mark A. Murray

STANDARD LIFE CENTRE
Suite 1050
120 King Street West
P.O. Box 926 Station A
Hamilton, Ontario
L8N 3P9

Telephone: (416) 523 1333
Facsimile: (416) 523 5878

June 10, 1991

TO WHOM IT MAY CONCERN:

Re: Crossing Guard

My wife and I live with our eight year old son at 369 Hess Street South. My son travels daily to "French Immersion" classes at Earl Kitchener Public School on Dundurn Street.

To get to school, you must cross Queen Street at Aberdeen. Since we moved into the neighbourhood in late 1986, I have become aware of the extremely aggressive behaviour of traffic at the intersection of Queen and Aberdeen, particularly at rush hours, but also at other times of the day.

According to my son he has almost been hit on at least one occasion. No matter whether he crosses from the south side of Aberdeen to the north and then goes across to the west side of Queen Street, or whether he crosses Queen Street first and then crosses Aberdeen, he and other young children are in constant danger at this intersection.

Not long after we moved into our home on Hess Street, our older daughter who was approximately 17 at the time, was crossing from the east side of Queen Street to the west. A car travelling eastbound on Aberdeen intending to turn left to go north on Queen Street, turned and struck her as she walked across in the crosswalk.

The force of the impact threw her up onto the hood and both of her shoes went flying in the air. She suffered permanent and serious injury to both knees as well as receiving a hip injury.

While she is still able to walk, she has continuing pain in both knees. According to doctors, the problem is inoperable.

I have heard of numerous other situations where people have been struck or almost struck. I have also witnessed a number of cases where people have ignored the traffic light.

This is what concerns me most. Downbound traffic on Queen Street travelling straight through Aberdeen, usually proceeds at a high rate of speed because of the nature of the intersection as they hit Aberdeen, they are in a "blind situation" as there is usually a long line of traffic stopped to turn left to go west on Aberdeen.

There are many young children from our neighbourhood walking to St. Joseph's Separate School and Earl Kitchener Public School. It is imperative that we obtain a crossing guard for them at this intersection.

I urge you to give this immediate consideration.

Yours very truly,

LEWIS, BROWN, SCARFONE, HAWKINS

Per:

JAMES A. SCARFONE

JAS:so

Cancellation of Crossing Guards

The traffic department is presently proposing the cancellation of existing school crossing guards at certain signalized intersections across the city. We are unaware of the specific intersections implicated in this proposal. We would suggest however that the signalized intersection at Queen and Aberdeen is unique in that it is a mountain access, utilized beyond capacity (1600+ vehicles in a half-hour), dangerous due to the 9 motorist options available, and threatening to pedestrians because of vehicular aggression witnessed especially at commuting hours.

Plebiscite

On June 17 we will be presenting the results of our plebiscite. Neighbours are "concerned with the present lack of safety at the intersection of Queen and Aberdeen. It is a very busy intersection especially at school entry and dismissal times which coincide with extremely aggressive traffic".(1600+ vehicles in a half-hour period). These people "want a crossing guard, increased signage, and more police inspection."

Support Letters

We have included support letters from the principals of Earl Kitchener School, St. Joseph's School, Ryerson Middle School, from the Earl Kitchener Home and School Association, as well as the St. Joseph's Parents' Council. We have included letters of concern from Alderman Mary Kiss, Alderman Wm. McCulloch, Alderman Terry Cooke, and Kim Sheppard, Coordinator, Child Pedestrian Safety Initiatives Project.

Signage

The intersection of Queen and Aberdeen cannot safely cope with the volume of traffic that uses it. Pedestrians have to be extremely alert and cannot rely on the "crosswalk signals" to keep them safe.

At present the following signs are offered motorists approaching the intersection.

Garth to Queen:

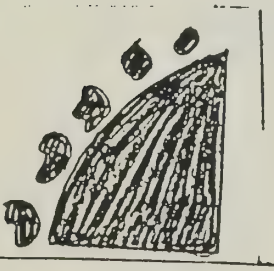
north-bound









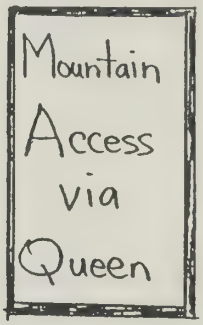






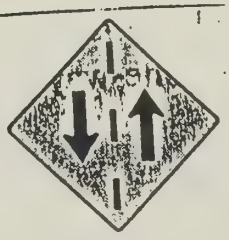
← At Arnella and At Glenfern

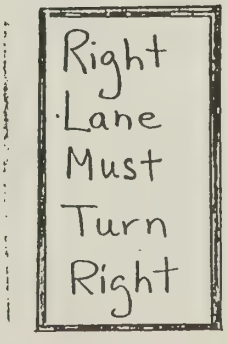
East on Aberdeen:

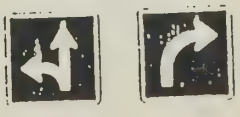


Queen to Garth:

south-bound







Nothing warns motorists, especially those descending the mountain, to slow down, to be alert for a signal light, to be on the watch for pedestrians.

Our Requests

These are the specific requests we make to you, the Transport and Environment Committee to improve safety for pedestrians at Queen and Aberdeen:

1. Make Queen Street two-way from Garth to York Street. BUT, do not widen Queen, as this would increase the volume of traffic

2. Abolish left and right-hand turns onto Aberdeen from down-mountain Queen St. from 7-9 a.m. and from 3-5 p.m.
   Note : The above two actions would decrease the number of traffic directions at Queen and Aberdeen, and lessen the confusion to pedestrians.

3. Assign a crossing guard at Queen and Aberdeen.

   Note: Actions 1 & 2 above do not decrease the volume of traffic using the intersection. Pedestrians still need assistance to cross.

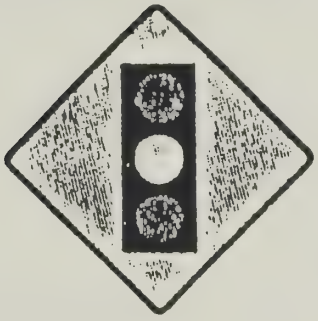
4. Install the following signs to warn motorists descending the Queen Street hill:

a)



Yellow and black sign with flashing light

b)



Yellow and black .
Warns of traffic
signals ahead.

c)

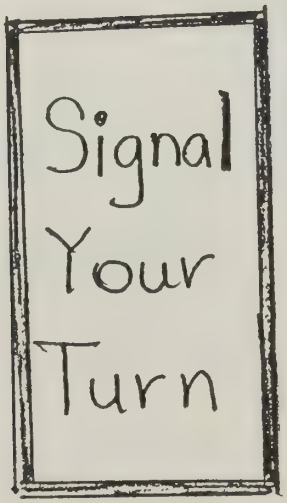


Blue background and
white silhouette PLUS
flashing light.
Large 5 foot sign.
Warns to slow down, drive
with extra caution, and
watch for children

5. Install a sign to warn east-bound Aberdeen motorists approaching Queen.



6. Install the following sign along with the "Right Lane must exit" sign on Queen street south-bound approaching Aberdeen.



7. Paint BUS LANE or BUS AREA at bus stop on Queen Street south-bound at Queen and Aberdeen intersection; or, install overhead sign BUS AREA.

Failing the above, we request increased police visibility at the Queen and Aberdeen intersection to hopefully deter motorists from breaking the law and threatening pedestrian lives.

We will be showing a video of the intersection during morning rush hours at the June 17 Meeting.

Please vote to accept this proposal.

1 Ravenscliffe Ave.
Hamilton, Ontario
April 24, 1991

Alderman William McCulloch
Alderman Ward 2
Hamilton City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Alderman McCulloch:

This is to request a school crossing guard at the corner of Queen Street South and Aberdeen Avenue.

As you are aware, the corner is a busy one experiencing:

a) direct traffic travelling at the speed limit intent on making the green light; and
b) traffic turning right on a red light, thereby merging with the flow; and
c) traffic yielding to turning traffic.

Children use this intersection and its crosswalks between 8 a.m. and 9 a.m. every school morning, and between 3:30 and 4:45 p.m. every school afternoon. The drivers do not respect these crosswalks.

There have been accidents causing pedestrian injury at this intersection, and there have been many incidents involving potential injury this school year alone.

We would appreciate your assistance in this regard.

Sincerely,

Barbara Weaver

Barbara and Murray Weaver

EARL KITCHENER PUBLIC SCHOOL

300 DUNDURN ST. SOUTH
HAMILTON, ONTARIO
L8P 4L3
TELEPHONE: (416) 528-0223

1991 05 16

Alderman William McCullough
Transportation Services Committee
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Re: School Crossing Guard at Aberdeen and Dundurn

Dear Mr. McCullough:

Earl Kitchener Public School is a Junior Kindergarten to Grade 5 school which has, because of programs offered, a very large catchment area. Consequently, many of our students who range in age from 4 to 11 years, reside east of Queen Street and must travel through the Queen/Aberdeen intersection on their way to and from school.

This intersection is a major north/south/east/west access point in our city and Earl Kitchener students must negotiate this most complex intersection at times when its use is at maximum.

Therefore, with the issue of child pedestrian safety foremost, I am urging the Transportation Services Committee to approve a school crossing guard for the Queen/Aberdeen intersection and to implement the program at this intersection as soon as possible.

Sincerely,

C W Waterman

C. W. Waterman
Principal

cc: Alderman Mary Kiss
Alderman Terry Cooke
Barbara and Murray Weaver, 1 Ravenscliffe Ave., Hamilton
Rosaline Dean, Home and School President
Wendy Moore Spors, Home and School Safety Representative

HAMILTON-WENTWORTH SEPARATE SCHOOL BOARD

ST. JOSEPH'S SCHOOL

270 LOCKE STREET SOUTH

HAMILTON, ONTARIO

L8P 4C1

TELEPHONE 529-1002

June 7, 1991

To whom it may concern:

I wish to hereby endorse the request to provide a school crossing guard at the intersection of Queen Street and Aberdeen.

This is a very busy corner that is frequented by a number of our students on the way to school and after dismissal. It is unfortunate that the vehicles frequenting this busy corner do not seem to respect the cross-walks and the sometimes carefree nature of our children. I hope that something can be done in order to prevent a serious accident in the future.

Yours truly,

Mr. P. Toth,
Principal

RYERSON MIDDLE SCHOOL

222 ROBINSON STREET
HAMILTON, ONTARIO
L8P 1Z9
TELEPHONE: (416) 528-7975

1991 06 03

Mr. and Mrs. M. Weaver
1 Ravenscliffe Avenue
Hamilton, Ontario
L8P 3M3

Dear Mr. and Mrs. Weaver:

Thank you for your letter re: the possibility of a school crossing guard at the intersection of Queen Street south and Aberdeen Avenue.

I concur with your observations although, to the best of my knowledge there has been only one incident involving a Ryerson student during the 9 years that I have been principal of this school. Fortunately, the student was "brushed" and there was no injury.

There certain are grounds for raising the concern and the need for a crossing guard.

Yours sincerely,

J. W. Reid
Principal

/dm

EARL KITCHENER

HOME AND SCHOOL ASSOCIATION

300 DUNDURN ST. SOUTH, HAMILTON, ONTARIO L8P-4L3

May 9, 1991

Alderman William McCulloch,
Alderman Ward 2,
Transportation Services Committee,
71 Main St. West,
Hamilton, Ontario.
L8N 3T4

Re: School Crossing Guard at the Corner of Aberdeen and Queen

Dear Sir;

As the Safety Representative for the Earl Kitchener Home & School I have been asked to convey to you the Home & School's support for a crossing guard at the corner of Aberdeen & Queen. We believe that the safety of our children is of greatest importance. The corner of Aberdeen Avenue and Queen Street is a very busy area and the danger of the traffic is combined with many safety hazards.

The installation of a crossing guard at the above corner would be a preliminary step towards making this corner safer. The crossing guard would be able to assist the large numbers of children crossing that corner four times per day and hopefully would decrease the likelihood of an accident at those peak times.

It is our understanding that quite a few of the parents who live in this area drive their children to and from school only because this corner is so dangerous. For the sake of the children I sincerely hope that you will approve this request quickly and that a School Crossing Guard will be installed at this corner as soon as possible.

Yours truly,

Wendy Moore Spors
Safety Representative
Earl Kitchener Home & School

WMS/

c.c.1 Alderman Mary Kiss, Ward 1
c.c.2 Alderman Terry Cooke, Ward 1
c.c.3 Mr. & Mrs. Weaver
c.c.4 Mr. C. Waterman, Principal
Earl Kitchener School
c.c.5 Mrs. Rosaline Dean, H&S President

ST. JOSEPH'S PARENTS COUNCIL
270 LOCKE STREET SOUTH, HAMILTON, ONTARIO L8P 4C1 • (416) 529-1002

May 31, 1991

Dear Mrs. Weaver:

The Parent Council at St. Joseph's School fully supports your request to the City of Ham. Hon's Transportation Committee for a school crossing guard at the intersection of Aberdeen Avenue & Queen Street South.

Sincerely

(Mrs) Lorraine Lossing

Member St. Joseph's Parent Council

WILLIAM M. McCULLOCH

CITY COUNCIL

CITY HALL
71 MAIN STREET WEST L8N 3T4
(416) 546-2730

1005/17 ROBINSON STREET L8P 1Y6
(416) 525-6647

1991 April 25

Dear Vince,

School Crossing Guard - Aberdeen & Queen

Please find attached a copy of a letter from Mr. and Mrs. Weaver requesting consideration of a school crossing guard at Queen South and Aberdeen.

It would seem that in comparison with a number of other locations in the city where Council has placed guards this would certainly rank ahead in matters of volume, left turns and general confusion leading to a safety hazard.

Since it is the boundary between Wards One and Two, I am copying Aldermen Cooke and Kiss.

I have requested the Traffic Commissioner to prepare a report which will go to the Transport and Environment Committee on which you represent Ward Two.

Yours,

Bill

WM:jf

Attach.

Vince Agro
Alderman, Ward Two

c.c. Alderman M. Kiss, Ward One
Alderman T. Cooke, Ward One

11 Barb -
Murray & I have a call in
since the a couple weeks or so
about 2 weeks
remind for Main's report
Yours
Bill

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1991 May 6

MAY 6 1991

Alderman William McCulloch
c/o Aldermen's Offices
City Hall

Re: Request for School Crossing Guard at Queen Street South and Aberdeen Avenue

Dear Alderman McCulloch:

We refer to your recent request that the Traffic Department determine the need for a School Crossing Guard at the traffic signal controlled intersection of Queen Street South and Aberdeen Avenue. The Traffic Department has conducted studies at this location and provides the following information:

During the morning and evening crossing periods, very few school-aged children were observed at this location, while during the lunch time crossing periods there were no children present during our study. All children crossing at this intersection were observed to cross safely with the traffic signals or, in the case of those crossing in the southbound right turn lane, which is not controlled by the signal, the children crossed safely after waiting for an appropriate gap in traffic. In addition, there has not been a reported school student collision at this intersection in recent years.

For these reasons, the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Queen Street South and Aberdeen Avenue, at this time. However, in accordance with approved procedure, a report respecting this matter will be submitted for the next Transport and Environment Committee meeting for consideration.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

MW/MH/ks

CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 525-5932 – WARD 1

April 26, 1991

Mr. and Mrs. Murray Weaver
1 Ravenscliffe Avenue
HAMILTON, Ontario
L8P 3M3

Dear Mr. & Mrs. Weaver:

You have my full support for your request for a traffic crossing guard at Aberdeen and Queen Streets.

You will be notified of the date and time of the Transport Committee meeting.

I would suggest that you obtain the support of the Home and School Association of Earl Kitchener and St. Joseph's to advance and support the request and I will be happy to work with your Ward Aldermen and the community on this important safety issue.

Yours sincerely,

Mary Kiss

Mary Kiss
Alderman, Ward One

MK:sd

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Public Health Services
25 Main Street West
4th Floor
Hamilton, Ontario
L8P 1H1

546-3500

Fax: 528-2205
528-8773

Mailing Address:
P.O. Box 897
Hamilton, Ontario
L8N 3P6

June 2, 1991

Mrs. Barbara Weaver
1 Ravenscliffe
Hamilton, Ontario

Dear Barbara:

I enjoyed our telephone conversation of May 24, 1991. It is obvious that you have done a substantial amount of work to launch your campaign for a crossing guard at the intersection of Queen and Aberdeen Streets. I wish you well in you endeavour aimed at reducing child pedestrian injuries.

You indicated that you were interested in exploring other interventions for reducing child pedestrian injuries. Since September of 1990, I have been speaking to citizens in neighbourhoods throughout Hamilton regarding their concerns about pedestrian injury. As well, I have been speaking to people in the City's Traffic Department, the Police Department, the Elementary Schools and other agencies in the city. I have heard many differing opinions about how to prevent child pedestrian injuries.

I have spoken to a number of parents throughout the city about child pedestrian safety. The following are some of their concerns:

(1) children do not pay attention when they cross the street, they are not aware of the traffic dangers;
(2) there are not enough traffic signals or stop signs on some of the busiest streets in certain neighbourhoods;
(3) adults are poor role models for children, as they tend to ignore traffic signals and instructions given by crossing guards, and;
(4) there is too much truck traffic through some of the residential neighbourhoods in the city.

There are a number of concerned citizens in this community, who, like yourself, would like to see the issue of child pedestrian safety addressed. In April of this year, a public forum was held at City Hall to hear from various groups and individuals about their concerns regarding pedestrian safety in Hamilton. The forum was hosted by Alderman Brian Hinkley. A report from the traffic department is expected in two to three months with recommendations

regarding pedestrian issues in this community. In the mean time, the Council on Road Trauma has proposed that a Pedestrian Coalition be formed in order to address the many concerns about pedestrian safety throughout the City and Region. At this time, the date for the first meeting has not been set.

I support the need for a coalition which has the potential to address many of the issues that are common throughout various neighbourhoods in the city. Your input would be invaluable to such a group. I would like to invite you to join the coalition and to work with it in order to promote pedestrian safety in this city.

I will contact you when I learn about the date for the coalition. I look forward to speaking to you at that time.

Sincerely,

Kim Sheppard

Kim Sheppard,
Project Coordinator-
Child Pedestrian Safety Initiatives Project

CITY OF HAMILTON
TERRY COOKE
ALDERMAN, WARD ONE
CHAIRMAN, REGIONAL ENGINEERING SERVICES COMMITTEE

Y HALL
MAIN STREET WEST
MILTON, ONTARIO L8N 3T4

BUS. 546-2730
RES. 521-1087

Alderman Terry Cooke
Chairman – Engineering Services

3T4 • (416) 546-2730 • RES. (416) 521-1087 – WARD 1

15 May 1991

Mrs. Wendy Moore-Spors
Safety Representative
Earl Kitchener Home & School Association
14 Miles Court
Hamilton, Ontario
L8P 4G6

Dear Wendy:

Further to your conversation this afternoon with my Assistant Crystabelle Kowalski, regarding the request for a school crossing guard at the intersection of Queen Street South and Aberdeen Avenue.

As you were informed, the Traffic Department has already conducted the studies into the feasibility of installing a school crossing guard at the intersection in question. The studies indicated that this intersection has a perfect student collision safety record, and therefore it is recommended, that a School Crossing Guard not be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue. A copy of the report is enclosed for your information. This matter will be on the agenda for the June 17, 1991 meeting of the Transport and Environment Committee.

Also, I must thank you for sending me copies of your letters to the Traffic Department and Alderman McCulloch dated May 7 and 9, 1991 respectively. I would appreciate being kept apprised of the situation in front of Earl Kitchener School.

I have attached a list of the names of the Aldermen who sit on the City's Transport and Environment Committee, as you requested. If you have any questions, or require additional information, please don't hesitate to call my office.

Yours very truly,

Terry Cooke/ck

Terry Cooke
Alderman, Ward 1

/ck
Encls.

MEMBERS OF THE TRANSPORT AND ENVIRONMENT COMMITTEE

Alderman Henry Merling, Chairman
Alderman Vince Agro, Vice-Chairman
Mayor Robert M. Morrow
Alderman Terry Cooke
Alderman Dave Wilson
Alderman Don Drury
Alderman Dominic Agostino
Alderman Vince Formosi
Alderman Tom Murray

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 May 3

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Request for a School Crossing Guard - Intersection of Queen Street South and Aberdeen Avenue (TEC-81-91)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The present cost of assigning a School Crossing Guard to any intersection in the City is approximately $6,000.00 and no funds have been budgeted in the 1991 Traffic Department budget for additional School Crossing Guard locations.

BACKGROUND:

Alderman William McCulloch has requested the Traffic Department to determine the need for a School Crossing Guard at the traffic signal controlled intersection of Queen Street South and Aberdeen Avenue.

The Traffic Department conducted studies at this location on 1991 April 29, and it has been determined that very few school children cross at this intersection in the morning and evening crossing periods and no children were observed crossing during the lunch time crossing periods. All children crossing in the signalized crosswalks crossed safely with the pedestrian signal indications and the 13 children in the morning and evening crossing periods observed in the southbound right turn lane, which is not under the traffic signal control, crossed safely after waiting for an appropriate gap in traffic.

Traffic Department records indicate that in the past three years there has not been a motor vehicle collision involving a school-aged child reported at this intersection. Therefore, the presence of a School Crossing Guard could not improve upon this perfect student collision safety record, and therefore, the Traffic Department recommends that a School Crossing Guard not be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue, at this time.

K.E. AVERY
CITY CLERK

J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

F.

July 18, 1991

RE: Truck Traffic on Lloyd Street

Dear

This is to confirm that you are scheduled to appear before the Transport and Environment Committee on July 22, 1991 at 11:00 a.m. in Room 233, City Hall, to speak on the above-noted matter.

Should you have any questions, please feel free to call me at 546-2729.

Sincerely,

Tina Agnello, A.M.C.T., C.M.M.II
Secretary
Transport and Environment Committee

cc: Mayor R. M. Morrow
Alderman D. Drury
Alderman B. Hinkley
Mr. Murray Main

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 18

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Trial closure of Lloyd Street at Chapple Street. (TEC-152-91)

RECOMMENDATION:

a) That approval in principle be granted to close Lloyd Street for a one year trial period, by erecting a temporary barrier at the east curb line of Chapple Street; and

b) That the Transportation/Environmental Services be directed to carry out the necessary advertising and circularization prior to closing Lloyd Street; and

c) That the Transportation/Environmental Services Department be directed to report back on scheduling and financing the proposed improvements to the corner radii at the north west corner of Barton Street and Gage Avenue and at the north east corner of Barton Street and Chapple Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed temporary road closure will require the placement of barricades at a cost of approximately $5,000.00. Preliminary estimates by the Regional Engineering Department indicate that corner improvements will cost in the order of $25,000.00, exclusive of costs for acquiring small portions of private commercial property at each corner. Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of traffic sign modifications.

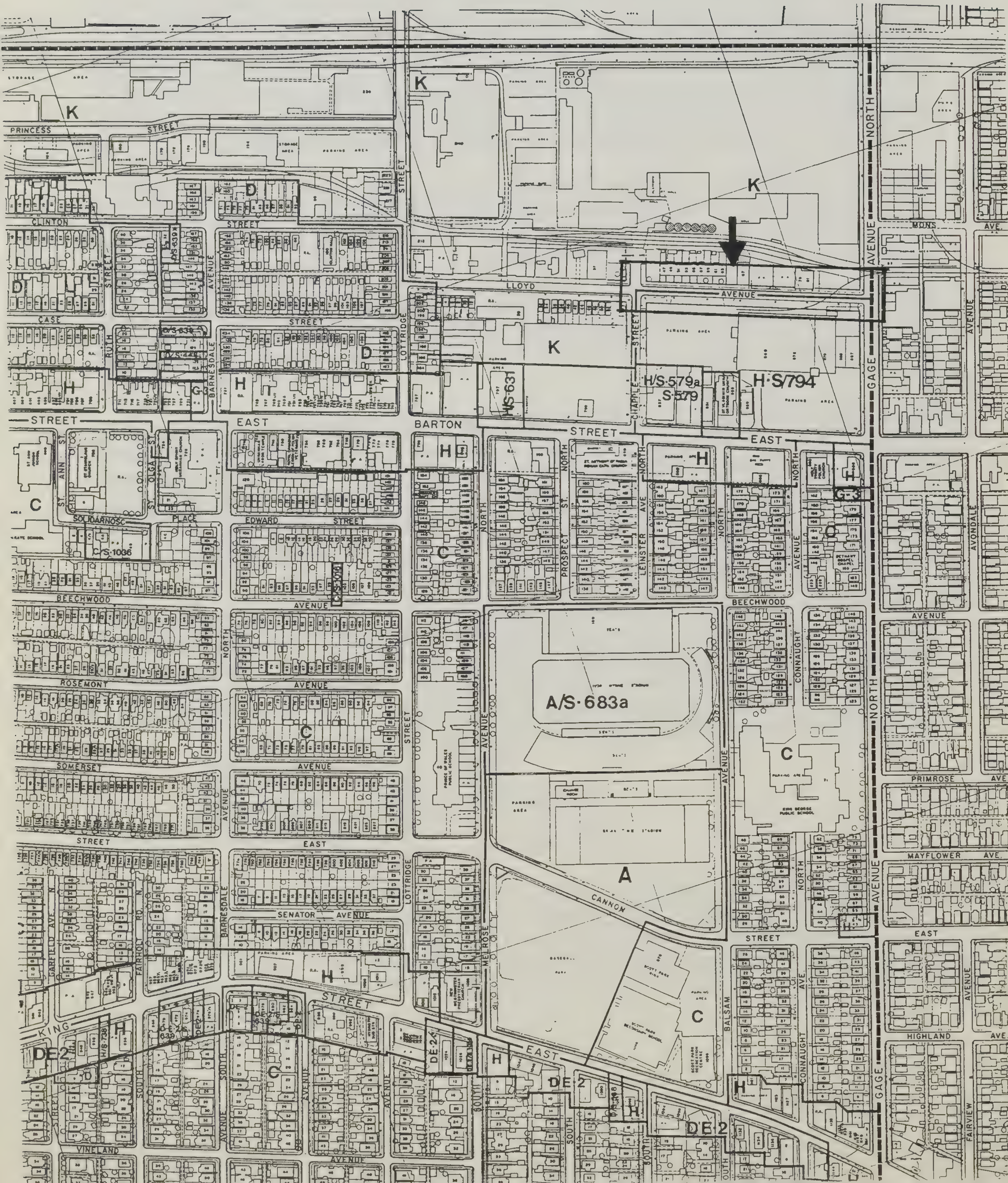
BACKGROUND:

On 1990 August 20th, the Transport and Environment Committee approved the attached report respecting a proposed trial closure of Lloyd Street at Chapple Street, as a result of concerns by abutting residents about through truck traffic destined to and from the Consumers Glass Company. An investigation revealed that a considerable volume of trucks were using Lloyd between Gage and Chapple to access the Company, as a matter of convenience. However, in accordance with the requirements of the Traffic By-law, the legal route would be to use only Chapple Street between Barton and the Company entrance/exit and this section of street is abutted only by commercial/industrial properties.

Following approval of the recommendations by the Committee and by the City Council, it is our understanding that serious concerns were expressed by Consumers Glass and by their Union representatives, and therefore, Alderman Don Drury requested that the Engineering Department not conduct the required advertising for the proposed road closure until the Transport and Environment Committee had an opportunity to reconsider the matter. Since that time, several telephone conversations have taken place with representatives of Consumers Glass who object to the proposal, and recently, His Worship Mayor Robert M. Morrow met with several residents of the street who are still concerned about through truck traffic using Lloyd Street.

One of the concerns expressed by Consumers Glass is the requirement that all truck traffic access this business via Chapple Street only and the fact that their vehicles are experiencing difficulties turning right from Barton onto Chapple and also turning right from southbound Gage onto Barton. A subsequent investigation has revealed that the corner radii on the north west corner of Barton and Gage and on the north east corner of Barton and Chapple are inadequate to safely accommodate semi-trailer trucks and that improvements should be made to these corners to facilitate truck turning movements.

In summary, to eliminate through truck traffic on Lloyd Street, the Traffic Department again recommends a trial road closure of Lloyd on the east side of Chapple. Also, the Regional Engineering Department should investigate and report back on the required improvements to the corner radii at the north east corner of Barton and Chapple and at the north west corner of Barton and Gage, and these improvements should be considered regardless of the decision respecting the proposed closure of Lloyd Street.


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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 August 13

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Trial Closure of Lloyd Street at Chapple Street [TEC-199-90]

RECOMMENDATIONS:

a) That approval in principle be granted to close Lloyd Street to vehicular traffic at approximately the east curb line of Chapple Street by erecting a temporary barrier; and,

b) That the Commissioner of Engineering be directed to carry out the necessary advertising and circularization required prior to closing Lloyd Street and report back.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

Short Term: The short term road closure will require the placement of barricades at a cost of approximately $5000, which can be accommodated within the current budget of the Engineering Department. The necessary traffic sign modifications can be accommodated within the 1990 Traffic Department current budget.

Long Term: If the closure proves to be a success, a more aesthetically pleasing construction would be recommended. In this case additional City funds for the necessary installation will be required.

BACKGROUND:

Alderman Don Drury presented a delegation to the Truck Route Sub-committee of the Engineering Services Committee on 1990 June 14.

The residents of Lloyd Street between Gage Avenue and Chapple Street expressed, both through their presence at the Truck Route Sub-committee and through responses to Alderman Drury in writing, that they are concerned with the numbers of trucks using their street.

This section of Lloyd Street is not a truck route. However, it does form a short cut for trucks travelling to and from local industries, particularly Consumers Glass and Hamilton Builders' Supply. The shortest distance to these two industries from a truck route, in accordance with the definitions in the City Traffic By-law, is from Barton Street via Chapple Street, not via Lloyd Street.

Direct appeals to these two industries for their co-operation in encouraging trucks to follow the proper route have only been moderately successful. Enforcement by the Hamilton-Wentworth Regional Police Department has been of limited success, as the use of citizen band radios and other methods allow drivers to generally circumvent the enforcement.

While the neighbours have expressed concern at the trucks using their street, the majority are not in favour of a closure. However, since the other techniques tried such as direct discussions with the local industries, police enforcement and information signs erected on Gage Avenue, have not been successful, a road closure on a trial basis is recommended.

The Hamilton-Wentworth Regional Police Department and the Hamilton Fire Department have both been contacted with this proposal and no problems with the proposal have been identified by either department. There is a mall on the northwest corner of Barton and Gage which receives deliveries from Lloyd Street. Included in the mall are a liquor store, a catalogue merchandising store and a supermarket. Informal discussions with these businesses indicated no problem with the proposal. The proposed closure should not inconvenience these businesses, as trucks making deliveries to these businesses are required by the by-law to exit onto Gage Avenue and should not have any need of driving west on Lloyd Street.

One short-term drawback of the proposed closure will be the requirement for vehicles to turn around in private driveways. The temporary closure does not provide room for a proper turn-around design. This problem should be of limited duration, as local traffic volumes will be very light and other motorists will soon become aware of the closure.

Therefore, it is recommended that Lloyd Street be closed at Chapple on a trial basis for approximately one year. The closure is subject to the required circularization and advertisement. Assuming that the closure is acceptable to the local public, it is recommended that the Director of Traffic Services report back in approximately 12 months with an indication of any problems which might have been caused by the closure and a further review of local citizen opinion. If at that time, it is recommended that the closure be made permanent, consideration should be given to a more aesthetically pleasing treatment of the closure.

1.

Monday, 1991 June 17
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. Agro, Vice-Chairman
Alderman T. Cooke
Alderman D. Drury
Alderman D. Wilson
Alderman D. Agostino
Alderman V. Formosi
Alderman T. Murray

Regrets: Mayor R. Morrow (City Business)

Also Present: Alderman M. Kiss
Alderman B. Hinkley
Alderman W. McCulloch
Alderman G. Copps
Alderman J. Gallagher
Mr. L. Sage, Chief Administrative Officer
Mr. J. Pavelka, Director of Public Works
Mr. D. Lobo, Public Works Department
Mr. M. Watson, Property Department
Mr. G. Aston, Engineering Department
Mr. M. Main, Director of Traffic Services
Mr. P. Barkwell, Law Department
Mr. M. Hazell, Traffic Department
Mr. J. Schatz, City Clerk's Department
Ms. B. Price, Hamilton Safety Council
Ms. S. Wilson, Board of Education
Ms. C. Coutts, Acting Secretary

1. SUSPENSION OF RULES OF ORDER

The Chairman called the meeting to order, and the Committee agreed to suspend the rules of order to deal with reports regarding school crossing guards.

2. DIRECTOR OF TRAFFIC SERVICES

2.1 School Crossing Guards at Signalized Locations

The Committee was in receipt of a report dated 1991 June 6 from the Director of Traffic Services respecting School Crossing Guards at Signalized Locations. After considerable discussion, the Committee did not approve staff's recommendation to terminate the School Crossing Guard Services at the twenty traffic signal locations in the City, but approved the following recommendation:

> That School Crossing Guard services at the twenty traffic signal locations in the City of Hamilton be retained.

2.2 School Crossing Guard Locations Eliminated in the 1991 Budget Packages/Summer Crossing Guard at Wentworth Street North and Munroe Street

The Chairman, informed the Committee that a number of requests to have the issue of School Crossing Guards reviewed have been received. Committee members were reminded that City Council at its meeting held 1991 April 30 approved a recommendation to remove School Crossing Guards from eight locations in the City

and to discontinue the Summer Crossing Guard Program. Prior to the meeting, a memo was circulated to all members of City Council from the City Clerk, advising that Council's decision to remove these Crossing Guards would be reconsidered by the Transport and Environment Committee at today's meeting.

The Committee was in receipt of a report dated 1991 June 5 from the Director of Traffic Services respecting the School Crossing Guard locations eliminated in the 1991 Budget Packages. The Committee was also in receipt of a report dated 1991 June 6 from the Director of Traffic Services respecting a Summer Crossing Guard at Wentworth Street North and Munroe Street.

After much discussion, the Committee did not approve the staff recommendations, but approved the following:

(a) That Section 27 (a) and (f) of the **SEVENTH** Report of the Transport and Environment Committee adopted by City Council at its meeting held 1991 April 30 which provided for the removal of crossing guards from the above- noted locations, be rescinded.

(b) That School Crossing Guards at the following locations be reinstated:

Mohawk Road and Moxley Drive
Weir Street and Vansitmart Avenue
Barton Street and Ruth Street
Inverness Avenue and Elcho Street
Britannia Avenue and McLaren Avenue
Emerson Street and Sussex Street
Guildwood Drive and Upper Horning Road
Emerald Street and Stinson Street

(c) That the use of a crossing guard at the intersection of Wentworth Street North and Munroe Street during the summer months be continued; and

(d) That staff be directed to continue monitoring the summer Crossing Guard Programme.

(e) That the Finance and Administration Committee recommend the method of financing these expenditures.

2.3 **Request For a School Crossing Guard - Intersection of Queen Street South and Aberdeen Avenue**

The Committee was in receipt of a report dated 1991 May 3 from the Director of Traffic Services respecting a request for a school crossing guard at the intersection of Queen Street South and Aberdeen Avenue.

Alderman McCulloch requested that this item be tabled to the next meeting in order to allow the area residents an opportunity to appear before the Committee to express their concerns.

After some discussion, the Committee agreed to table this item to the next meeting to give the area residents an opportunity to appear before the Committee as a delegation at 10:00 o'clock a.m.

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

By-law For Closure and Sale of Parts of Holland Avenue - Public Meeting

The Committee was in receipt of a report dated 1991 May 13 from the Commissioner of Transportation/Environment Services respecting a By-Law for the Closure and Sale of parts of Holland Avenue. This item appeared on the agenda as a Public Meeting and the Chairman, asked if any persons were in attendance to address this matter. None being present, the Committee approved the following:

(a) That the appropriate By-law for the closure and sale of parts of Holland Avenue be forwarded to City Council for enactment on June 25, 1991.

(b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

4. ADOPTION OF THE MINUTES

The Minutes of the Meeting held 1991 May 6 were adopted as circulated.

5. CITY SOLICITOR

By-law To Authorize the Construction of Local Improvements of Concrete Sidewalk, Curb and Roadway on Ridge Street from Chipman Avenue

The Committee was in receipt of a report dated 1991 May 3 from the City Solicitor respecting a By-law to authorize the construction of Local Improvements of concrete sidewalk, curb and roadway on Ridge Street from Chipman Avenue to approximately 57 metres south. The Committee approved the following recommendation:

That City Council enact the appropriate By-law to authorize the construction of local improvements of concrete sidewalk, curb and roadway on Ridge Street from Chipman Avenue to approximately 57m south.

6. DIRECTOR OF PUBLIC WORKS

Garbage Disposal Tipping Fee - Copps Coliseum and Hamilton Convention Centre

The Committee was in receipt of a report dated 1991 May 13 from the Director of Public Works respecting the garbage disposal tipping fee for Copps Coliseum and the Hamilton Convention Centre. The Committee approved the following recommendation:

(a) That the Regional Municipality of Hamilton-Wentworth be requested to assess H.E.C.F.I. the municipal disposal rate of $55. per tonne rather than the rate assessed to private operators at $120. per tonne, and

(b) That the tipping fee to the Region of Hamilton-Wentworth for waste from H.E.C.F.I. be charged to Account No. HE 56319 81021 for H.E.C.F.I. - Hamilton Convention Centre and Hamilton Place and Account No. HE 56320 83021 for H.E.C.F.I. - Copps Coliseum.

7. **DIRECTOR OF PROPERTY**

7.1 **Purchase of Land Required for Road Purposes in the Approved Plan Kernighan Neighbourhood - 837 West 5th Street - Audrey Altha Ashley**

The Committee was in receipt of a report dated 1991 June 10 from the Director of Property respecting the purchase of land required for road purposes in the approved plan Kernighan Neighbourhood at 837 West 5th Street. The Committee approved the following recommendation:

(a) That an Option to Purchase executed by Audrey Altha Ashley on May 24, 1991 and scheduled to close on August 16, 1991 for the purchase of 837 West 5th Street (Part 1 and 2 on Plan 62R-10580), required for road purposes for the implementation of the approved plan for the Kernighan Neighbourhood, be approved and completed. The subject property has a frontage along the easterly limit of West 5th Street of 80 feet (24.38 metres) and contains an area of 24,000 square feet (2,229.6 square metres), shown as Parts 1 and 2 on Plan 62R-10580.

(b) That the purchase price of $187,226. be charged to Account No. CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands).

7.2 **Purchase of Land Required for the Extension of Fieldway Drive from Fieldway Drive to Millwood Place - Barbara Pinto, in trust, Part of 836 and 840 Upper Wentworth Street**

The Committee was in receipt of a report dated 1991 June 10 from the Director of Property respecting the purchase of land required for the extension of Fieldway Drive from Fieldway Drive to Millwood Place. The Committee approved the following recommendation:

(a) That an Option to Purchase executed by Barbara Pinto on April 22, 1991 and scheduled for closing on or before August 19, 1991 for the purchase of part of the property at 836 and 840 Upper Wentworth Street, required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed. The subject property contains 3,300 square feet (306.57 square metres), more or less, shown as Parts 5, 6, 7 and 8 on Plan 62R-11054. Consideration in the amount of $1. has been paid to the owners and forms part of the purchase price.

(b) That the purchase price of $2. be charged to Account No. CF 5698 528946015 (Miscellaneous Expenses - Fieldway Drive).

7.3 **Purchase of Land Required for the Extension of Fieldway Drive from Fieldway Drive to Millwood Place from Byong Hoon Kim - Part of 832 Upper Wentworth Street**

The Committee was in receipt of a report dated 1991 June 10 from the Director of Property respecting the purchase of land required for the extension of Fieldway Drive from Fieldway Drive to Millwood Place from Byong Hoon Kim. The Committee approved the following recommendation:

(a) That an Option to Purchase Agreement executed by Byong Hoon Kim on May 21, 1991 and scheduled for closing on or before August 19, 1991 for the purchase of part of the property at 832 Upper Wentworth Street, required by the City for the extension of Fieldway Drive from Fieldway Drive to Millwood Place, be approved and completed. The

subject property contains 1,980 square feet (183.94 square metres), more or less, shown as Parts 3 and 4 on Plan 62R-11054. Consideration in the amount of $1. has been paid to the owners and forms part of the purchase price.

(b) That the purchase price of $2. be charged to Account No. CF 5698 528946015 (Miscellaneous Expenses - Fieldway Drive).

7.4 **Purchase of Land Required for the Extention of Forbes Avenue in the Blossom Estates Subdivision from the Hamilton-Wentworth Roman Catholic Separate School Board**

The Committee was in receipt of a report dated 1991 June 10 from the Director of Property respecting the purchase of land required for the extension of Forbes Avneue in the Blossom Estates Subdivision from the Hamilton-Wentworth Roman Catholic Separate School Board. The Committee approved the following recommendation:

(a) That an Option to Purchase executed by Reverend K. Kennedy and J. Ponikvar on behalf of The Hamilton-Wentworth Roman Catholic Separate School Board on May 2, 1991 and scheduled for closing on or before August 19, 1991 for the purchase of part of the property at 965 West 5th Street, required for the extension of Forbes Avenue in the Blossom Estates Subdivision, be approved and completed. The subject parcel contains 20,169 square feet (0.463 acres) and is shown as Parts 1 and 2 on Plan 62R-10161. Consideration in the amount of $2. has been paid to the owners and forms part of the purchase price.

(b) That the purchase price of $67,000. be charged to Account No. CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital) in which sufficient funds are available to finalize this transaction.

7.5 **Expropriation of Part of 614 Stone Church Road East from Alan and Florrie McGuirl for Roadway Purposes**

The Committee was in receipt of a report dated 1991 June 5 from the Director of Property respecting an expropriation of part of 614 Stone Church Road East for roadway purposes. The Committee approved the following recommendation:

(a) That part of the property at 614 Stone Church Road East, which was approved for acquisition by City Council on January 29, 1991 under the implementation of the Proposed Plan for Butler Neighbourhood, be acquired through expropriation and that the City Solicitor be directed to take the appropriate action.

(b) That the City Clerk be authorized and directed to:

i. Give Notice of the City's Application as Expropriating Authority, to all owners, registered owners and tenants (as defined in The Expropriation Act) to acquire part of the property at 614 Stone Church Road East, containing 655.76 square metres (7,058.77 square feet) for highway and municipal purposes.

ii. Advertise Notice of the City's Application in a newspaper as required by The Expropriations Act, and

iii. Sign and receive the said application for Approval to Expropriate.

(c) That all costs related to the acquisition and expropriation be charged to Account No. CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital).

8. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

8.1 **1991 Bus Shelter Program**

The Committee was in receipt of a report dated 1991 June 12 from the Commissioner of Transportation/Environmental Services respecting the 1991 Bus Shelter Program. After some discussion, the Committee approved the following recommendation:

(a) That the 36 proposed bus shelter locations in the City of Hamilton listed and attached to the report, of which 24 shelters are to be installed, be approved subject to acquiring the applicable encroachment agreements.

(b) That approval be given to remove one city tree, located on the north west corner of King Street East at Hughson Street, to facilitate shelter placement and that this tree be relocated if possible.

Discussion ensued on the bus shelter at the Main Street West and Caroline Street location and the Committee further recommended the following:

That the Engineering Services Committee be requested to provide an update on the status of the bus shelter at Main Street West and Caroline Street.

8.2 **Temporary Street Closure - Milton Street Between Myler and Princess**

The Committee was in receipt of a report dated 1991 May 15 from the Commissioner of Transportation/Environmental Services respecting a temporary street closure on Milton Street between Myler and Princess Streets. The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services in authorizing the application of Arvin Air Systems to temporarily close Milton Street between Myler and Princess on Wednesday, May 15, 1991 from 8:00 a.m. to 4:00 p.m., to install a rooftop air conditioning unit, be approved subject to the following conditions:

(a) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department (if deemed appropriate) on the affected roadways at the expense of the applicant;

(b) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;

(c) That the applicant provide proof of $2,000,000. public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all action, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

(d) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this closure;

(e) That no property owner or resident within the barricaded area be denied access to their property if requested; and,

(f) That all property owners and tenants along the closed portion of the road be notified of the closure by the applicant at least two (2) days prior to the closure in a form acceptable to the Commissioner of Transportation/Environmental Services.

8.3 **Temporary Street Closure for a Hamilton Harriers Road Race on Sunday, 1991 November 3**

The Committee was in receipt of a report dated 1991 May 1 from the Commissioner of Transportation/Environmental Services respecting an application for temporary street closure for a road race by the Hamilton Harriers on Sunday, 1991 November 3. The Committee approved the following recommendation:

That the application of the Hamilton Harriers (E. Hicken, RR#1, Canfield, Ontario N0A 1C0) to temporarily close Jackson Street East between James and Hughson on Sunday, November 3, 1991 from 12:30 p.m. to 2:30 p.m. to hold a road race, be approved during the pleasure of City Council provided:

(a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

(b) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department (if deemed appropriate), on the affected roadways, and at the expense of the organizing group;

(c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

(d) That the applicant provide proof of $2,000,000. public liability insurance, naming the City as an added insured party with provisions for cross liability, and holding the City harmless from all action, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

(e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

(f) That no property owner or resident with the barricaded area be denied access to their property upon request; and,

(g) That all property owners and tenants along the closed portion of the route be notified of the running of this event by the applicant at least four (4) weeks prior to the event in a form acceptable to the Commissioner of Transportation/ Environmental Services.

8.4 **Temporary Street Closure - Sunset Street - Street Dance on 1991 June 22**

The Committee was in receipt of a report dated 1991 June 6 from the Commissioner of Transportation/Environmental Services respecting an application for temporary street closure to hold a street dance on Sunset Street on 1991 June 22. The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of Ms. Jude Johnson on behalf of the Sunset Avenue Neighbourhood Association (34 Sunset Avenue) to temporarily close Sunset Avenue between Dundurn Street North and Breadalbane Street to hold a neighbourhood street dance on Saturday, June 22, 1991, from 5:00 p.m. to 12:00 midnight, subject to the following conditions:

(a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

(b) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department (if deemed appropriate), on the affected roadways, and at the expense of the organizing group;

(c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the street, at no cost to the City;

(d) That the applicant provide proof of $2,000,000. public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(e) That the applicant reimburse the Regional Police Department, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

(f) That no property owner or resident within the barricaded area will be denied access to their property upon request;

(g) That all property owners and tenants along the closed portion of the route be notified of the street dance by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

8.5 **Storm Water Inlet - 10 Federal Street**

The Committee was in receipt of a report dated 1991 May 6 from the Commissioner of Transportation/Environmental Services respecting the construction of a storm water inlet at 10 Federal Street. The Committee approved the following recommendation:

> That the construction of a storm water inlet located on an easement at 10 Federal Street be charged to Account No. CH 52025-55318, Catch Basin Construction, and the Commissioner of Transportation/Environmental Services be directed to arrange for the construction of it at an estimated cost of $4,000.

8.6 **Proposal to Widen Sanatorium Road at Garth Street to Provide a Left Turn Lane**

The Committee was in receipt of a report dated 1991 June 6 from the Commissioner of Transportation/Environmental Services respecting a proposal to widen Sanatorium Road at Garth Street to provide for a left turn lane. The Committee approved the following recommendation:

(a) That the necessary By-law be prepared by the City Solicitor and that the City Clerk be authorized and directed to advertise the By-law as required by Section 30l of the Municipal Act, outlining the City's intention to alter Sanatorium Road by providing a left turn lane at Garth Street.

(b) That the Commissioner of Transportation/Environmental Services be authorized and directed to undertake these works once all the necessary approvals have been received.

(c) That the abutting owners affected by the proposed widening be notified by mail or hand delivered notice of the proposal.

Alderman Murray addressed this matter and requested staff to investigate the possibility of signalizing this intersection.

8.7 **Incorporating Certain City Lands Into Various Streets by By-Law**

The Committee was in receipt of a report dated 1991 June 4 from the Commissioner of Transportation/Environmental Services respecting the incorporation of City lands into streets by By-law. The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the various streets:

Glover Road	Part 3, Plan 62R-10552
Ferguson Avenue	Part 3, Plan 62R-11682
Jackson Street	Part 2, Plan 62R-11682
Regina Drive	Parts 7,10 and 11, Plan 62R-9741
Delta Drive	Parts 1 & 3, Plan 62R-11789

(b) That the appropriate By-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-laws.

8.8 **1991 Servicing Expenditures Related to Development Agreement Application No. DA-90-78**

The Committee was in receipt of a report dated 1991 June 7 from the Commissioner of Transportation/Environmental Services respecting 1991 Servicing expenditures related to Development Agreement Application No. DA-90-78. The Committee amended (g) as recommended by staff and approved the following:

(a) That the submitted schedules for the estimated costs of services for DA-90-78, Hamilton, City's Share: $107,016.43., Developer's Share: $127,888.67. be adopted for inclusion in the Service Agreement with the owner.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Service Agreement between the City of Hamilton and the respective owner.

(c) That the City of Hamilton be authorized to accept title to the road allowance (Future Granite Road - from Rymal Road East to approximately 148m south of Rymal Road East) and said road allowance to be opened by by-law.

(d) That the City Solicitor be authorized and directed to prepare the by-law which is to be registered on title for the establishment of "Granite Road" as a public highway.

(e) That the Mayor and City Clerk be authorized and directed to execute the by-law to establish "Granite Road" as a public highway.

(f) That the City Solicitor make application to the Region for approval to establish Granite Road from approximately 148 metres south of Rymal Road East to Rymal Road East as a public highway pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act (Rymal Road East - Regional Road No. 153).

(g) That the Finance and Administration Committee recommend funding for the City's share of services.

8.9 **1991 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1991 June 11 from the Commissioner of Transportation/Environmental Services respecting 1991 Servicing Expenditures related to subdivisions. The Committee approved the following recommendation:

(a) That item 15(a) (ii), (iii) of the **ELEVENTH** Report of the Transport and Environment Committee for 1990, adopted by City Council on 1990 August 28 which refers to the approval of the engineering schedules for "ABBEY HILL FARM-PHASE 2 AND SOUTH HILL, HAMILTON", be deleted; and,

(b) That the following submitted schedules, be adopted for inclusion in the Subdivision Agreement with the Owners, for the estimated cost of services in:

i. "ABBEY HILL FARM-PHASE 2", HAMILTON
City's Share $41,126.28, Subdivider's Share $127,661.96

ii. "BAR-BROCK ESTATE PHASE 3," HAMILTON
City's Share -NIL-, Subdivider's Share $340,107.01

iii. "CRERAR PLACE", HAMILTON
City's Share $15,135., Subdivider's Share $99,750.

iv. "EDAN HEIGHTS - PHASE 1," HAMILTON
City's Share -NIL-, Subdivider's Share $99,317.17

v. "SOUTH HILL - PHASE 1," HAMILTON
City's Share $13,671.35, Subdivider's Share $300,871.07

(c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the respective owners.

(d) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and subdivision agreements have been registered.

(e) That in the event that any Subdivider wishes to proceed prior to the registration of the Final Survey Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

(f) That the City's Share of costs for services in these developments ($69,932.63) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.

(g) That the Final Plan of Subdivision for "Abbey Hill Farm - Phase 2" not be released for registration until the Final Plan of Subdivision for "South Hill - Phase 1" has been registered.

(h) That additional funding in the amount of $5,150. for the City's Share of Municipal Services on Upper Wellington Street under a Modified Subdivision Agreement for the land severance application H-150-88 (Wellington Chase Inc.) be approved and that the Finance and Administration Committee recommend a source of funding.

8.10 **1991-1994 High Pressure Sodium Conversion Program**

The Committee was in receipt of a report dated 1991 June 5 from the Commissioner of Transportation/Environmental Services respecting the 1991-1994 High Pressure Sodium Conversion Program. The Committee approved the following recommendation:

(a) That funding of $3,435,000. for the 1992 - 1994 portion of the High Pressure Sodium Conversion Programme be included in the 1992 - 1996 City of Hamilton's Capital Budget submission for consideration as follows:

YEAR	CAPITAL BUDGET EXPENDITURE
1992	$1,200,000.
1993	$1,125,000.
1994	$1,110,000.

(b) That the Mayor, City Clerk and City Treasurer be authorized to execute an Agreement with Ontario Hydro for the undertaking of the High Pressure Sodium Conversion Programme.

8.11 **1991 City of Hamilton Capital Reconstruction Program**

The Committee was in receipt of a report dated 1991 June 7 from the Commissioner of Transportation/Environmental Services respecting the 1991 City of Hamilton Capital Reconstruction Program. The Committee approved the following recommendation:

(a) That any excess funds, up to net $1,552,000. (gross $2,278,000. less subsidy $730,000.) and appropriate financing, available upon awarding of all 1991 Reconstruction Programme Contracts, be transferred to the City of Hamilton's 1991 Capital General Contingency Fund as per Section 41(b)(ii) of the 1st Report of the Finance and Administration Committee adopted by Council on January 29, 1991;

(b) That should funds become available, that consideration be given to undertaking a Supplementary Road and Sidewalk Reconstruction Programme in 1991;

(c) That the reconstruction of sidewalks on Main Street West between Gary Avenue and Hwy. #403, estimated at $309,000., be deleted from the 1991 Reconstruction Programme;

(d) That the reconstruction of sidewalks on Longwood Road between Main Street West and Aberdeen Avenue, estimated at $56,000., be added to the 1991 Reconstruction Programme;

(e) That the reconstruction of sidewalks on Upper Ottawa Street from Mountain Brow Boulevard to Fennell Avenue, estimated at $128,000., be added to the 1991 Reconstruction Programme, once the road project has been approved by the Region of Hamilton-Wentworth.

(f) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all the necessary approvals have been received.

8.12 **Discharge of Encroachment Agreement - 18-24 James Street South**

The Committee was in receipt of a report dated 1991 May 28 from the Commissioner of Transportation/Environmental Services respecting the discharge on an encroachment agreement at 18-24 James Street South. The Committee approved the following recommendation:

(a) That the request of Royal Trust for discharge of an Encroachment Agreement for a concrete step, on the road allowance of MacNab Street South, registered as Instrument No. 272264 C.D., on August 1, 1973 be approved.

(b) That the appropriate City signing officials be authorized to execute documents to the satisfaction of the City Solicitor, in relation to this discharge.

(c) That the City Treasurer be notified of this action.

8.13 **Discharge of Encroachment Agreement - 58 Breadalbane Street**

The Committee was in receipt of a report dated 1991 May 28 from the Commissioner of Transportation/Environmental Services respecting the discharge of an encroachment agreement at 58 Breadalbane Street. The Committee approved the following recommendation:

(a) That the request of Ms. C. Campling, solicitor on behalf of Mr. and Mrs. Motta, for a discharge of the Encroachment Agreement for a porch, registered as Instrument No. 101886 C.D. on July 4, 1978 be approved.

(b) That the appropriate City signing officials be authorized to execute documents to the satisfaction of the City Solicitor, in relation to this discharge.

(c) That the City Treasurer be notified of this action.

8.14 **Inadvertent Encroachment Agreements**

The Committee was in receipt of a report dated 1991 June 6 from the Commissioner of Transportation/Environmental Services respecting applications to retain inadvertent encroachment agreements at 1015 Barton Street East and 44 Erindale Avenue. The Committee approved the following recommendation:

That the applications to retain Inadvertent Encroachments at the locations outlined in the report, be approved during the pleasure of Council provided:

(a) That the owner enter into and agreement satisfactory to the Law Department to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

(c) That the first year fee and subsequent annual fee outlined in the report be set for these encroachments.

8.15 **Proposed Alleyway Closure - Unassumed Alleyway North of Strachan Street**

The Committee was in receipt of a report dated 1991 June 6 from the Commissioner of Transportation/Environmental Services respecting the proposed closure of the unassumed alleyway north of Strachan Street. The Committee approved the following recommendation:

(a) i. That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of The Registry Act, R.S.O. 1980, for an order to stop-up and close the first alleyway north of Strachan Street as shown as Part 4 on Registered Plan No.264.

ii. That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

iii. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court.

iv. That the Commissioner of Transportation/Environmental Services be authorized to register a reference plan under The Registry Act, to delineate the manner in which the closed portion is to be distributed.

v. That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the Region.

(b) That provided the Judge's Order to close the highway is granted:

i. That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the Region.

ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

8.16 **Banner Display Application - Corvette Association - 1992 May 18-25**

The Committee was in receipt of a report dated 1991 June 7 from the Commissioner of Transportation/Environmental Services respecting an application from the Corvette Association of Hamilton to display a promotional banner across Main Street from 1992 May 18-25. After considerable discussion, the Committee denied staff's recommendation to permit the displaying of this banner.

9. **DIRECTOR OF TRAFFIC SERVICES**

9.1 **No. 120 Cannon Street East - Discharge of Commercial Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1991 May 28 from the Director of Traffic Services respecting the discharge of a commercial boulevard parking agreement at 120 Cannon Street East. The Committee approved the following recommendation:

(a) That the existing commercial boulevard parking agreement registered as Instrument No. 173339 C.D. to the property at No. 120 Cannon Street East be discharged at the property owner's expense; and

(b) That the present owners be required to execute a paving agreement which will require the installation of concrete curbing to prevent parking on the City boulevard; and

(c) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

9.2 **Court Prosecution of Moving Traffic Violations**

The Committee was in receipt of a report dated 1991 April 11 from the Director of Traffic Services respecting court prosecutions of moving traffic violations. The Committee approved the following recommendation:

(a) That the City Traffic By-law No. 89-72 be updated to provide offence and penalty sections for approximately 60 moving regulations currently in the By-law; and

(b) That the Director of Traffic Services be instructed to make an application to the Chief Judge for the Province of Ontario requesting the establishment of set fines as specified on the list attached to the report; and

(c) That the set fines requested under the Municipal By-law be equal to that in the Highway Traffic Act ($78.75) for the more serious violations and $50. for the less serious violations as specified on the list attached to the report; and

(d) That City Council recommend to the Regional Council and to the Councils of other Area Municipalities, that their by-laws be amended in accordance with the amendment proposed for the Hamilton Traffic By-law, to allow charges to be laid under Municipal By-laws rather than the Highway Traffic Act, such that the fine revenues would accrue to the Area Municipalities; and

(e) That City Council request that the Regional Council agree to the principle of the fines for both Area Municipality Roads and Regional Roads within the various Municipalities be paid to the Area Municipality; and

(f) That the Committee approve the deletion of the position of "Parking Services Prosecutor", and its replacement with the position of "Traffic Services Prosecutor", with an initial complement of two incumbents to be filled from the existing staff complement; and

(g) That following the implementation of the new by-law provisions and fine schedules, and the establishment of a prosecution section in the Hamilton Traffic Department, that the Hamilton-Wentworth Regional Police Services Board be requested to instruct the Chief of Police to instruct all officers to lay fines for the moving violations under the Municipal By-law, rather than under the Highway Traffic Act; and

(h) That the Director of Property be authorized and directed to investigate the leasing of office space adequate to accommodate the Traffic Service Prosecutors (approximately 200 square feet); and

(i) That the City offer prosecution services for moving violations to the other Area Municipalities in the Region on a cost plus basis.

Recorded Vote:

Yeas: Alderman Murray, Alderman Formosi, Alderman Drury, Alderman Cooke, Alderman Wilson

Nays: Alderman Agro, Alderman Agostino

9.3 **Parking Regulations**

Pursuant to various recommendations in reports submitted by the Director of Traffic Services, the Committee recommended to City Council that City Traffic By-law 89-72 be amended accordingly as follows:

9.3.1 **Nicklaus Drive Between Albright Road and St. Andrews Drive**

That the existing "Three Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the west side of Nicklaus Drive between Albright Road and St. Andrews Drive be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

9.3.2 **Crockett Street**

That a "Three Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Saturday" regulation be implemented on both sides of Crockett Street between East 33rd Street and East 34th Street; and

9.3.3 **South Side of Colbourne Street Between Bay Street and Park Street**

The Committee was in receipt of a report dated 1991 June 5 from the Director of Traffic Services respecting parking regulations on the south side of Colbourne Street between Bay Street and Park Street. The Committee amended the staff recommendation and approved the following:

That the existing "Permit Parking" regulation on the south side of Colbourne Street between Bay Street and Park Street be replaced on a temporary basis with a "One Hour Parking Time Limit 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

9.3.4 **King William Street**

That the existing "No Parking" regulation be removed and replaced with One Hour Parking Meters on the north side of King William Street commencing 120 feet east of John Street North to a point 128 feet easterly therefrom; and

9.3.5 **Dunsmure Road, West of Ottawa Street North**

a) That the existing "Alternate Side Parking" regulation on Dunsmure Road between Ottawa Street North and Grosvenor Avenue North be removed; and

b) That the existing "No Stopping" regulation on the south side of Dunsmure Road which commences at Ottawa Street North and extends to a point 60 feet westerly therefrom be extended such that the prohibition extends to a point 357 feet west of Ottawa Street North; and

9.3.6 **East 38th Street, South of Fennell Avenue**

a) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday", regulation be implemented on the west side of East 38th Street commencing at a point 295 feet south of Fennell Avenue and extending to a point 25 feet southerly therefrom; and

b) That a "No Parking" corner clearance be implemented on the west side of East 38th Street commencing at Fennell Avenue and extending to a point 104 feet southerly therefrom; and

9.3.7 **East Side of Devonport Street, South of York Boulevard**

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Devonport Street between York Boulevard and Tom Street be shortened, such that the regulation commences at a point 171 feet south of York Boulevard and extends to Tom Street; and

9.3.8 **William Street Between Barton Street East and Birge Street**

That, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Time Limit, 24 hours a day, seven days a week" regulation be implemented on both sides of William Street between Barton Street East and Birge Street; and

9.3.9 **Ashley Street**

That a "One Hour Parking Time Limit, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Ashley Street commencing at Century Street and extending to a point 135 feet northerly therefrom; and

9.3.10 **East 11th Street Between Concession Street and Mountville Avenue**

That in conjunction with the existing "Alternate Side Parking" regulation a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of East 11th Street between Concession Street and Mountville Avenue; and

9.3.11 **South Side of Bendamere Avenue Between West 32nd and West 34th Streets**

That parking be prohibited on the south side of Bendamere Avenue between West 32nd and West 34th Streets; and

9.3.12 **No. 145 Grant Avenue - Request for a Reserved Permit Parking Space for Handicapped Resident**

a) That a "Permit Parking" regulation be implemented on the east side of Grant Avenue commencing at a point 99 feet south of Delaware Avenue and extending to a point 22 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mrs. Evelyn Balli, 145 Grant Avenue; and

9.3.13 **North Side of Braemar Place, East of Garth Street - Corner Clearance**

That stopping be prohibited on the north side of Braemar Place between Garth Street and a point 96 feet easterly therefrom; and

9.3.14 **No. 190 Picton Street East - Request for a Reserved Permit Parking Space for a Handicapped Resident**

a) That a "Permit Parking" regulation be implemented on the south side of Picton Street East commencing at a point 70 feet east of Ferguson Avenue North and extending to a point 19 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue upon request, one parking permit to Ms. Jane Caprice, 190 Picton Street East; and

9.3.15 **No. 580 Rennie Street - Driveway Clearance**

That a "No Parking" regulation be implemented on the south side of Rennie Street commencing at a point 24 feet west of the west curb line of Tate Avenue and extending to a point 204 feet easterly therefrom; and

9.3.16 **No. 590 East 27th Street - Request for a Reserved Permit Parking Space for a Handicapped Resident**

a) That in conjunction with the existing "Alternate Side Parking" regulation, a "Permit Parking" regulation be implemented on the west side of East 27th Street commencing at a point 31 feet north of Mohawk Road and extending to a point 20 feet northerly therefrom and on the east side of East 27th Street commencing at a point 30 feet north of Mohawk Road and extending to a point 19 feet northerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. and Mrs. Strauch, 590 East 27th Street; and

c) That, in accordance with a general Traffic By-law provision a "No Stopping" regulation be implemented on the east side of East 27th Street commencing at Mohawk Road and extending to a point 30 feet northerly therefrom and on the west side of East 27th Street commencing at Mohawk Road and extending to a point 31 feet northerly therefrom; and

9.3.17 **Intersection of Maplewood and Balsam Avenue South - Corner Clearances**

a) That a "No Stopping" corner clearance be implemented on the north side of Maplewood Avenue commencing at Balsam Avenue South and extending to a point 66 feet westerly therefrom; and

b) That a "No Stopping" corner clearance be implemented on the south side of Maplewood Avenue commencing at Balsam Avenue South and extending to a point 79 feet easterly therefrom; and

9.3.18 **South Side of Sanders Boulevard, West of Cottrill Street - Corner Clearance**

That the existing "No Parking" regulation on the south side of Sanders Boulevard which commences at Cottrill Street and extends to a point 75 feet westerly therefrom be shortened, such that, the regulation commences at Cottrill Street and extends to a point 55 feet westerly therefrom; and

9.4 **Intersection Control**

Pursuant to various recommendations in reports submitted by the Director of Traffic Services, the Committee recommended to City Council that By-law 89-72 be amended as follows:

9.4.1 **Intersection of Agnes Street and Campbell Avenue**

That southbound traffic on Agnes Street be required to stop for eastbound and westbound traffic on Campbell Avenue; and

9.4.2 **Intersection of Cameo Avenue and Carmen Avenue**

a) That eastbound Traffic on Cameo Avenue be required to stop for northbound and southbound traffic on Carmen Avenue; and

b) That eastbound traffic on Carmen Avenue be required to stop for northbound and southbound traffic on Cameo Avenue; and

9.4.3 **Intersection of Bevan Court and Dunkirk Drive**

The Committee was in receipt of a report dated 1991 June 5 from the Director of Traffic Services respecting Intersection Control and the Intersection of Bevan Court and Dunkirk Drive. The Committee did not approve staff's recommendation but did however, approve the following:

That three-way stop control be implemented at the intersection of Bevan Court and Dunkirk Drive; and

9.4.4 **Intersections of Rexford Drive and Rondeau Street/Rexford Drive and Ravenbury Drive**

a) That southbound traffic on Rondeau Street be required to stop for eastbound and westbound traffic on Rexford Drive; and

b) That northbound traffic on Rondeau Street be required to stop for eastbound and westbound traffic on Ravenbury Drive; and

9.4.5 **Intersection of Mary Street and Macauley Street**

That four-way stop control be implemented at the intersection of Mary Street and Macauley Street; and

9.4.6 **Intersection of Brigade Drive and Delancey Boulevard**

That westbound traffic on the north leg of Delancey Boulevard be required to stop for northbound and southbound traffic on Brigade Drive; and

9.4.7 **Intersection of Brigade Drive and Byng Street**

That three-way stop control be implemented at the intersection of Brigade Drive and Byng Street; and

9.4.8 **Intersection of Whitfield Avenue and Birmingham Street**

That westbound traffic on Whitfield Avenue be required to stop for northbound and southbound traffic on Birmingham Street; and

9.4.9 **Intersection of Normajean Avenue and Rexford Drive**

That three-way stop control be implemented at the intersection of Normajean Avenue and Rexford Drive; and

9.4.10 **Intersection of Picton Street East and Catharine Street North**

That three-way stop control be implemented at the intersection of Picton Street East and Catharine Street North; and

9.4.11 **Barclay Street Between Cline Avenue and Marion Avenue**

The Committee was in receipt of a report dated 1991 June 5 from the Director of Traffic Services respecting intersection control at Barclay Street between Cline Avenue and Marion Avenue. After some discussion, the Committee amended staff's recommendation (d) and approved the following:

a) That eastbound traffic on Barclay Street be required to stop for northbound and southbound traffic on Marion Avenue; and

b) That westbound traffic on Barclay Street be required to stop for northbound and southbound traffic on Cline Avenue; and

c) That four-way stop control be implemented at the intersections of Barclay Street and Paisley Avenue, and Barclay Street and Newton Avenue.

d) That the need for a three-way stop control at the intersection of Barclay Street and Cline Avenue be reviewed by staff.

9.5 **Application of a Parking Permit for Royal Avenue - Mr. S. Stencil**

The Committee was in receipt of a report dated 1991 June 13 from the Director of Traffic Services respecting a request for a time limit exemption permit for 129 Royal Avenue. The Committee approved the following:

That, in accordance with the provisions of the City Traffic By-law, no action be taken on the request by Mr. S. Stencil for a time limit exemption permit for his son's girlfriend's vehicle.

9.6 **Twelve Hour Parking Time Limit on City Streets**

The Committee was in receipt of a report dated 1991 June 7 from the Director of Traffic Services respecting a Twelve Hour Parking Time Limit on City Streets. The Committee agreed to take no action on this matter.

10. **COUNCIL REFERRAL**

Regulations to Control Whistling at Railway Crossings - Resolution from the City of Windsor

The Committee was in receipt of correspondence from the City of Windsor respecting regulations to control whistling at Railway Crossings that was referred to this Committee by City Council at its meeting held 1991 April 30. The Committee approved the following:

That the following resolution from the City of Windsor respecting regulations to control whistling at Railway Crossings be received:

"403/91 **WHEREAS** railway companies and municipalities are now exposed to increasing liability at public crossings when seeking relief from whistling at fully protected crossings, which did not exist prior to the passing of the new Railway Safety Act, 1989 and the adoption of the "Transport Canada Railway Safety Directorate Guidelines Number 1 (Procedures and Conditions for Eliminating Whistling at Public Crossings)";

THEREFORE BE IT RESOLVED that the Minister of Transport Canada **BE PETITIONED** to review the present legislation and remove municipalities and railway companies from exposure to liability by reverting to the procedures for obtaining anti-whistling approval under the previous Railway Safety Act and further, that this resolution **BE FORWARDED** to all Ontario municipalities, the Municipal Engineers Association, the Canadian Pacific Railway, the Canadian National Railway, the Essex Terminal Railway and the local Members of Parliament for their support and endorsation."

11. PLANNING AND DEVELOPMENT COMMITTEE

Via Rail Service

The Committee was in receipt of a report dated 1991 May 24 from the Secretary of the Planning and Development Committee respecting Via Rail Service. The Committee agreed to receive the report as circulated.

12. FINANCE AND ADMINISTRATION COMMITTEE

Funding Traffic Signal - Mount Albion Road and Albright Road

The Committee was in receipt of a memordandum dated 1991 May 10 from the Secretary of the Finance and Administration Committee respecting funding to install a traffic signal at the intersection of Mount Albion Road and Albright Road.

The Director of Traffic Services informed the Committee that no funds are available in the Traffic Department's budget for this expenditure. Mr. Geoff Aston, Regional Engineering Department informed the Comittee that funds for this project may be available in the Road Reconstruction Account, however, this will not be known until 1991 July or August. The Committee agreed to table this matter until the Regional Engineering Department determines if funds are available in the Road Reconstruction Account.

13. ALDERMAN BRIAN HINKLEY

Student Employment Postbusters Program

The Committee was in receipt of a letter dated 1991 May 27 from Alderman Brian Hinkley respecting a Student Employment Postbusters Program. After much discussion, the Committee approved the following:

(a) That the Director of Public Works, in co-operation with the Keep Hamilton Clean Committee, established a policy on the displaying of posters in Kiosks; and

(b) That the Director of Public Works be directed to canvas existing programs and report back to the Transport and Environment Committee on the costs involved in hiring two (2) students on a Postbuster Program.

14. **ALDERMAN DOMINIC AGOSTINO**

Whistling of Trains at Greenhill Avenue Crossing

Alderman Dominic Agostino circulated to Committee Members, copies of correspondence that he received from CP Rail and Transport Canada respecting the whistling of Trains at the Greenhill Avenue Crossing. The Committee approved the following as recommended by Alderman Agostino:

(a) That the City of Hamilton repeal By-law 90-341 respecting the prohibition of whistling by Canadian Pacific Limited Trains at the grade crossing at Greenhill Avenue; and

(b) That the City of Hamilton enact a new by-law prohibiting Canadian Pacific Limited from having their trains sound their whistles at the grade crossing at Greenhill Avenue in the City of Hamilton - CP Rail Fort Erie Subdivision, Mileage 51.90 (formerly, Mileage 31.99 Welland Subdivision); and

(c) That the City of Hamilton enter into an agreement with Canadian Pacific Limited respecting the cessation of whistling at the Greenhill Avenue grade crossing and the provision of insurance. Such agreement to be in a form satisfactory to the Law Department; and

(d) That the City of Hamilton agree to pay one half the cost of a policy of insurance placed by Canadian Pacific Limited with respect to the potential liability for the cessation of whistling at the grade crossing at Greenhill Avenue (current cost to the City $500. per year). Such policy to be in a form satisfactory to the Law Department; and

(e) That the Law Department be directed to prepare the necessary by-law for presentation to City Council.

15. **ADJOURNMENT**

There being no further business, the meeting then adjourned.

TAKEN AS READ AND APPROVED,

ALDERMAN HENRY MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

C. J. Coutts
Acting Secretary

2.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 5

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Greenhill Avenue - Train Whistling

RECOMMENDATION:

Notwithstanding that the policy of insurance obtained by Canadian Pacific Limited for cessation of whistling at-grade crossings contains a clause excluding coverage for pollution (chemical releases or chemical spills), that the City of Hamilton proceed with the completion of the agreement specified in Item 32 of the Transport and Environment Committees ninth report, adopted by Council June 25, 1991.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: see below

BACKGROUND: At the regular meeting of Council, June 25, 1991, the following was approved:

> That the City of Hamilton agree to pay one half the cost of a policy of insurance placed by Canadian Pacific Limited with respect to the potential liability for the cessation of whistling at the grade crossing at Greenhill Avenue (current cost to the City $500/yr) Such policy to be in a form satisfactory to the Law Department.

DISCUSSION: At the time of the Council action mentioned above, CP was completing negotiations with Lloyds of London Insurers for appropriate coverage. Without reviewing the actual policy, we were unable to advise Council on the risk contemplated. The policy has now been forwarded to this Department. The risk unknown at the time of initial Council consideration was the exclusion by the insurer of coverage for release of pollutants. While the chance of such an occurrence is remote, the exposure to liability given an occurrence is great. Nor will the City's own insurance respond, therefore, the City would be totally self insured in the event of a chemical release or chemical spill. The City's defense that the damage was not a consequence of the cessation of train whistling depends on the particulars of any case. CP is still negotiating for coverage for such spills, and if successful the premiums may increase. At present the amount quoted, ($500/yr to the City) is for a policy with the exclusion.

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 18

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: RENTAL OF LABOUR AND EQUIPMENT FOR SNOW REMOVAL, 1991-92, 1992-93, 1993-94

RECOMMENDATION:
That purchase orders be issued to December 31, 1991, for the rental of labour and equipment for snow removal, with an option in favour of the City to extend for three additional one year terms, expiring April 30, 1994, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as attached, and that this expenditure be financed through the Hired Equipment Clearing Account No. CH56602 60999.

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
Tenders are being accepted on the basis of the lowest bidder's equipment being used first and then the subsequent bidders contacted as required. GST is extra at 7% to the hourly rates shown.

Ref: C14-9-91

NOTE: GST IS EXTRA AT 7% TO ALL PRICES

EQUIPMENT AND LABOUR FOR SNOW REMOVAL 1991-92, 1992-93, 1993-94

1) TRUCK MOUNTED SNOW PLOWS, COMPLETE WITH SNOW WING

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	1		17' with Wing 35,000 Single axle Ford 8000 1981	$ 95.00	$105.00	$115.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		8' blade 1 ton pickup, single axle, '83 Dodge	$ 45.00	$ 48.00	$ 52.00
Greco Bobcat Service & Concrete 6 Valora Court Hamilton, Ontario L8E 4S5	1		7' blade under 46,000 kg. single axle, 1980 GMC	$45.00	$46.00	$48.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	1		12' wing, single axle 17,500 GVW, 1983 Int. Model 2010A	$ 70.00	$ 75.00	$ 80.00
	1		14' one way plow 17,500 GVW, 1983 Int. Model 2010A	$ 70.00	$ 75.00	$ 80.00

1) TRUCK MOUNTED SNOW PLOWS, COMPLETE WITH SNOW WING Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Alan Heley 43 Jamie Ann Court Hamilton, Ontario L8W 1Y3		10	8' Blade	$ 46.00	$ 46.00	$ 48.00
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L8E 3P2		1	10' Blade, single axle, 14,000 GVW Ford L800 1980	$ 50.00	$ 53.00	$ 57.00
		1	10' Blade, Tandem 29,000 GVW Int. 2500 1979	$ 50.00	$ 53.00	$ 57.00

2) MOTOR GRADER MOUNTED SNOW PLOW & WING:

A) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $500 and $1,500 as per Page 4, Item 4. Standby Time a)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
F & S Excavating Ltd. 9 Tamarack Place Stoney Creek, Ontario L8N 2M7	Did not specify - 1		6' Blade, 1990 Toyota 4X4	$ 43.00	$ 43.00	$ 43.00
	Did not specify - 1		6' Blade, 1988 GMC	$ 43.00	$ 43.00	$ 43.00

B) HOURLY RATE PER TERM based on number of hours used with **NO START UP COST** as per Page 5, Item 4. Standby Time b)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
King Paving & Materials Co. Div. of KPM Industries Ltd. 3385 Harvester Road Burlington, Ontario L7R 3Y5	1		14' Blade Unit 1704 1969 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1706 1970 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1707 1971 Champion	$104.00	$106.00	$108.00
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	2		14' Blade Cat 140G	$154.21	$158.88	$163.55

2) MOTOR GRADER MOUNTED SNOW PLOW & WING:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Digit Contractors Ltd. R. R. #2 Binbrook, Ontario L0R 1C0	1		1978 13'6" Blade Champion 740	$145.00	$150.00	$155.00	* GST extra
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	1		1975 602-T Champion	$135.00	$140.00	$145.00	
			1968 562-T Champion	$135.00	$140.00	$145.00	
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		13' Blade Double Axle, 1978 Champion 740	$135.00	$145.00	$152.00	
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0		1	13' Blade, Single Axle, 1966 Austin Western	$155.00	$165.00	$175.00	
		1	13' Blade, Single Axle, 1968 Austin Western	$155.00	$165.00	$175.00	

2) MOTOR GRADER MOUNTED SNOW PLOW & WING:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c) - Cont'd.

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Make/Model/Year	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Danbill Equipment Rental Ltd. 12 Whittaker Avenue Grimsby, Ontario L3M 3J1	1		14' Blade 1974 Champion 600	$147.00	$154.35	$162.06
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L8E 3P2	1		12' Blade Chamption 562 1967	$140.00	$148.00	$157.00

3) MOTOR GRADER ONLY:

A) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $500 and $1,500 as per Page 4, Item 4. Standby Time a)

NO BIDS

B) HOURLY RATE PER TERM based on number of hours used with **NO START UP COST** as per Page 5, Item 4. Standby Time b)

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Make/Model/Year	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
King Paving & Materials Co. Div. of KPM Industries Ltd. 3385 Harvester Road Burlington, Ontario L7R 3Y5	1		14' Blade Unit 1705 1969 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1708 1973 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1709 1973 Champion	$104.00	$106.00	$108.00
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	1		Champion 740	$ 90.00	$ 94.00	$ 98.00
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	2		14' Blade Cat 140G	$154.21	$158.88	$163.55

3) MOTOR GRADER ONLY:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Sisson Construction Limited o/a Quigley Contracting 185 Hendershott Road, P.O. Box 178 Hannon, Ontario L0R 1P0			12' Blades Double Axles				
	1		Cat. Model 14				
	1		Cat. Model 112				
	1		Adams Model 330				
	2		Adams 440				
	1		Champion 562	$118.00	$126.00	$135.00	
Digit Contractors Ltd. R. R. #2 Binbrook, Ontario L0R 1C0			13'6" Blade				
	1		1961 Cat. 12				
	1		1962 Champion				
	1		1972 Champion				
		1	1962 Champion	$125.00	$130.00	$135.00 *	GST extra
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	1		1960 Cat 12	$125.00	$130.00	$135.00	
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		13' with front blade, 1981 Dodge D600	$118.00	$130.00	$143.00	

3) MOTOR GRADER ONLY: Cont'd.

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		13' Blade Double Axle, 1978 Champion 740	$120.00	$125.00	$135.00
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0			12' Blade Double Axle			
	1		1968 Cat 8T			
	1		1974 Cat 99E			
	1		1981 Cat 82V			
	1		1972 Cat 70D			
	1		1973 Cat 70D	$127.50	$135.00	$142.50
Danbill Equipment Rental Ltd. 12 Whittaker Avenue Grimsby, Ontario L3M 3J1			14' Blades			
	1		1980 Champion 562			
	1		1968 Champion 562			
	1		1968 Champion 560			
	1		1972 Wabco 666B	$128.40	$137.38	$146.99
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1		12', 4X4 15 Ton, M.F. 1805 1978	$104.00	$108.00	$112.00

3) MOTOR GRADER ONLY: Cont'd.

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Make/Model/Year	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L8E 3P2	1		12' Blade Cat 12 1969			
	1		13' Blade Cat 14 1965			
	1		13' Blade Wabco 666 1964	$129.00	$137.00	$145.00

4) TANDEM REAR AXLE DUMP TRUCKS

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Gordon E. Cooper 545 Barnaby Street Hamilton, Ontario L8H 6T8	4		16 yds. Double Axle See list	$ 44.50	$ 46.00	$ 46.50	
Douglas H. Hawkes o/a Lakeview Haulage 54 Seabreeze Crescent Fruitland, Ontario L0R 1L0	4		16 yds. Double Axle See list	$ 42.00	$ 43.00	$ 44.00	
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	5	6	All 16 yds.except one 14 yd., Double Axles See List	$ 43.00	$ 44.00	$45.00	
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	2		14 yds,^{3}, Double Axle, Int. 1978 Ford 1978	$ 42.00	$ 43.00	$ 44.00	
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario	1	8	20 yds. Double Axle See List	$ 43.00	$ 45.00	$ 47.00	* plus taxes
Leo Stremble 802 Highway #97, R. R. #3 Puslinch, Ontario N0B 2J0	1		20 yds. Double Axle Ford 8000 1988	$ 46.00	$ 48.00	$ 50.00	

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6	4	3	3 - 16 yds., 4 - 8 yds. Double Axles See List	$ 44.00	$ 46.00	$ 48.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontairo L8H 2L8	1 1		18 yds. Double Axle 1979 Ford 8000 1980 Mack DMM	$ 46.00	$ 50.00	$ 55.00
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	3		16 yds. Double Axle See List	$ 45.00	$ 48.00	$ 51.00
Stockford Haulage 60 Edith Avenue Hamilton, Ontario L8T 4H2	1		24 yds. Double Axle Int. 2674 1983	$ 38.00	$ 38.00	$ 38.00
J & R Trucking 6285 Regional Road 13, P.O. Box 52 Binbrook, Ontario L0R 1C0	1		19 yds. Double Axle 1989 Ford 8000	$ 46.00	$ 48.00	$ 50.00

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Alfonsi Haulage 307 Huxley Avenue South Hamilton, Ontario L8K 2R5	1		17 yds. Double Axle 1980 Int. 51900	$ 43.00	$ 44.00	$ 45.00
Mike Smrtka 118 Main Street North Waterdown, Ontario L0R 2H0	1		16-1/2 yds. Double Axle 1989 Ford L8000	$ 43.00	$ 44.00	$ 45.00
Alan Heley 43 Jamie Ann Court Hamilton, Ontario L8W 1Y3		7	18 yds.	$ 46.00	$ 46.00	$ 48.00
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	15		See List	$ 45.00	$ 45.00	$ 45.00
David Flegg c.o.b. Flegg's Haulage 38 Benson Avenue Hamilton, Ontario L8H 3M9	1		16.2 yds. Double Axle, 1990 Kenworth T450	$ 47.00	$ 48.00	$ 49.00
Molisan Construction Company Limited 40 Hildegard Drive Hamilton, Ontario L8K 5R9	1		14 cu.yds. Double Axle 1988 Ford 8000	$ 47.00	$ 49.00	$ 51.00 * plus GST

5) RUBBER TIRED LOADERS

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Molisan Construction Company Limited 40 Hildegard Drive Hamilton, Ontario L8K 5R9	1		1989 Ford 655 1-1/4 cu.yds.	$ 52.00	$ 54.00	$ 56.00 *	plus GST
Cardeen Construction Limited 11 Garden Avenue, Unit #8 Stoney Creek, Ontario L8E 2Y8	8		See List	$106.00 $ 66.00 $ 71.00	$109.00 $ 69.00 $ 74.00	$114.00 $ 74.00 $ 79.00	
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	5		See List	$ 52.00 $ 45.00 $103.00	$ 55.00 $ 46.00 $105.00	$ 60.00 $ 47.00 $107.00	
Alan Heley 43 Jamie Ann Court Hamilton, Ontario L8W 1Y3		4	1.5 yd.	$ 57.00	$ 57.00	$ 58.00	
O. Ciccarelli & Son Contracting 807 Highway 53 East, R. R. #1 Ancaster, Ontario L9G 3K9	1		'89 Caterpillar 2.5 yd.^{3}	$ 75.00	$ 77.00	$ 79.00	
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	2		1-1/2 yd.^{3}	$ 62.00	$ 64.00	$ 66.00	

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Size of Bucket	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0	1	1	1-1/2 yd.	$ 55.00	$ 57.50	$ 60.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	4		1-1/2 yds.	$ 44.86	$ 46.73	$ 48.60
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	10		3 yard 1-1/4 yard	$ 85.00 $ 55.00	$ 90.00 $ 58.00	$ 95.00 $ 61.00
Mountsberg Excavating Inc. 1554 Old Highway 99, R. R. #3 Dundas, Ontario L9H 5E3	3		1-1/2 yard	$ 65.00	$ 67.50	$ 70.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontairo L8H 2L8	1		1 m^3	$ 56.00	$ 60.00	$ 65.00
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6		2	1-1/2 Bucket	$ 48.00	$ 50.00	$ 52.00

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Angel Excavating Ltd. 420 Highway #8 Stoney Creek, Ontario L8G 1G2	1		1-1/2 yard	$ 52.00	$ 54.00	$ 56.00
F & S Excavating Ltd. 9 Tamarack Place Stoney Creek, Ontario L8N 2M7	2		2 yards	$ 45.00	$ 45.00	$ 45.00
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		1-1/2 yards	$ 83.00	$ 91.00	$100.00
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario		3	1-1/4 yards[3]	$ 55.00	$ 57.00	$ 59.00
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	2		1-1/2 yards	$ 55.00	$ 55.00	$ 57.00
William Spear 161 Allenby Hamilton, Ontario L9A 2T6	1		1-1/4 yards [3]	$ 55.00	$ 57.75	$ 60.55

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Size of Bucket	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	4		4 yards	$107.48	$112.15	$116.82
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L0E 3P2	2 6		1-1/2 yard^3 1-1/2 yard^3	$ 60.00 $ 78.00	$ 64.00 $ 83.00	$ 68.00 $ 88.00
Digmor Excavating Ltd. 120 Second Road West Stoney Creek, Ontario L8G 3X4	1	1	1-1/2 yard	$ 54.00	$ 56.00	$ 58.00
Pasinato Haulage Ltd. 213 Stone Church Road West Hamilton, Ontario L9B 1A2		1	Front Blower 1-/2 yd.	$ 55.00	$ 56.00	$ 58.00
Bill Wilcockson Trenching 182 East 19th Street Hamilton, Ontario L9A 4S5	1		1-1/2 yards	$ 57.50	$ 58.50	$ 59.50
758565 Ontario Limited o/a Mountainview Excavating 908 Ridge Road East Vinemount, Ontario L0R 2G0	2		Various sizes 24"	$ 55.00	$ 57.00	$ 59.00

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
J & M Caucci Concrete Ltd. 38 Cherryridge Close Hamilton, Ontario L8G 4X3	1		1 yard	$ 57.00	$ 58.00	$ 59.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	15		3 yard^3 1.5 yard ^{3}	$ 92.00 $ 62.00	$ 97.00 $ 67.00	$102.00 $ 72.00
G.F. Mason Excavating P.O. Box 6 Fruitland, Ontario L0R 1L0	1 3		3-1/2 yd.Bucket 1-1/8 yd.Bucket	$ 85.00 $ 58.00	$ 89.25 $ 61.00	$ 93.70 $ 64.00
Greco Bobcat Service 6 Valore Court Hamilton, Ontario L8E 4S5	1		1 Yard	$ 59.00	$ 60.00	$ 61.00
Tony & Paul Concrete 6 Hewitson Road Stoney Creek, Ontario L8E 2T4	1		1 Yard	$ 57.00	$ 58.00	$ 59.00
D. Swing Trucking P.O. Box 193 Hannon, Ontario L0R 1P0		2	1-1/2 yds.	$ 46.00	$ 48.00	$ 50.00

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Size of Bucket	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Roma Concrete & Paving 2 Hewitson Road Stoney Creek, Ontario L8E 2T4	1		1 Yard	$ 57.00	$ 58.00	$ 59.00

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5'

	Number of Units Owned	Non-Owned	Size of Blade	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Artek 617180 (Wayne Gater) 250 Kemp Road West Grimsby, Ontario L3M 4E7	5		5'	$ 58.00	$ 61.00	$ 64.00
O. Ciccarelli & Son Contracting 807 Highway 53 East, R. R. #1 Ancaster, Ontario L9G 3K9	1 1		48" 60"	$ 45.00	$ 46.00	$ 47.00
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1	 1	4' Blade or Snowblower 5'	$ 62.00	$ 64.00	$ 66.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	2		4-1/2' bucket	$ 41.12	$ 42.99	$ 44.86
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	1			$ 52.00	$ 55.00	$ 58.00
Harold J. Martin o/a Crescan Landscape Contractors P.O. Box 4056, Station D Hamilton, Ontario L8V 4L5	2	1	See List	$ 50.00	$ 54.00	$ 58.00

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5' Cont'd.

	Number of Units Owned	Non-Owned	Size of Blade	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6	1	1	60"	$ 44.00	$ 45.00	$ 46.00
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario	1	1	4'11"	$ 45.00	$ 47.00	$ 49.00
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	1 1 1		48" or 60" 48" 32"	$ 38.00 $ 30.00 $ 25.00	$ 42.00 $ 34.00 $ 28.00	$ 47.00 $ 38.00 $ 30.00
851694 Ontario Inc. o/a Battlefield Bobcat Service 367 Hemlock Avenue Stoney Creek, Ontario L8E 2C9	2		59"	$ 46.00	$ 47.00	$ 48.00
William Spear 161 Allenby Hamilton, Ontario L9A 2T6	1		4'11"	$ 45.00	$ 47.25	$ 49.65

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5' Cont'd.

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Size of Blade	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	2		4'8" Blade and Bucket	$ 50.00	$ 50.00	$ 53.00
Triple "G" Fencing & Landscaping 1592 Upper Gage Hamilton, Ontario L8W 1E7		2	Skid Steer Loaders Bucket or Blade 54" & 60"	$ 48.00	$ 49.00	$ 50.00
Sunset Landscape Construction Ltd. P.O. Box 7045 Ancaster, Ontario L9G 3L3	2		54"-60"	$ 48.00	$ 52.00	$ 56.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	20		Blade & Bucket 54"-60"	$ 60.00	$ 65.00	$ 70.00
Greco Bobcat Service 6 Valore Court Hamilton, Ontario L8E 4S5	1		5'	$ 51.00	$ 52.00	$ 53.00

7) WHEELED SIDEWALK CLEANER WITH BLOWER

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Size of Bucket	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	20		8' Blade, V8 4X4 Trucks	$ 49.00	$ 53.00	$ 57.00

8) TRACK SIDEWALK CLEANER WITH BLADE LESS THAN 5'

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Benny Haulage Limited 66 Hillyard Street Hamilton, Ontario L8L 6B4	1		1978 5'	$ 68.00	$ 73.00	$ 78.00
741806 Ont. Inc. o/a Blizzard Snow Plowing 669 Beach Blvd. Hamilton, Ontario L8H 6X8	1		1974 48"	$ 50.00	$ 52.00	$ 55.00
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	3		1974/5 4'8"	$ 50.00	$ 50.00	$ 53.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	4		54"	$ 68.00	$ 73.00	$ 78.00

9) TRACK SIDEWALK CLEANER WITH BLOWER NO BIDS

10) MISCELLANEOUS EQUIPMENT

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Cardeen Construction Limited 11 Garden Avenue, Unit #8 Stoney Creek, Ontario L8E 2Y8	1		Cat D7 1988 Blade with Cab Hi Track	$ 95.00	$ 98.00	$103.00
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	1 1		Track Loaders Cat 953 1985 Cat 963 1987	$ 79.00	$ 81.00	$ 83.00
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1 1 1		Int.1066 1980 140 HD 8'Snowblower MF 1185 1978 140 HD 8' Snowblower GMC 2500 1989 Pickup 4x4 8' Blade	$100.00 $100.00 $ 60.00	$104.00 $104.00 $ 62.00	$108.00 $108.00 $ 64.00
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0	1		1991 Dodge Truck complete with rev. plow, 4X4, 1 ton dual wheels	$ 40.00	$ 42.50	$ 45.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	1 1 1		GMC 3/4 Ton 1985 4 Way Angle Blade Jeep 4X4 1989 4 Way Angle Blade Jeep 4X4 1988 4 Way Angle Blade	$ 37.38	$ 39.25	$ 41.12
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	7		JD 450 Dozer 6 way Blade JD 550 Dozer 6 way Blade JD 750 Dozer	$ 61.00 $ 62.00 $ 78.00	$ 64.00 $ 65.00 $ 80.00	$ 67.00 $ 68.00 $ 82.00

10) MISCELLANEOUS EQUIPMENT Cont'd.

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Harold J. Martin o/a Crescan Landscape Contractors P.O. Box 4056, Station D Hamilton, Ontario L8V 4L5	2	1	'88/89 3/4T 4X4 with 7-1/2' Western Plow	$ 50.00	$ 54.00	$ 58.00
	2		'88/89 Gravely 5400 12 hp with 48" blade or 39" snow thrower	$ 32.00	$ 35.00	$ 39.00
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		Ford 555A 1985 Loader/Backhoe	$ 77.00	$ 85.00	$ 84.00
Keldi Enterprise	1		'78 Jimmy 4X4 7-1/2' Blade	$ 43.00	$ 45.00	$ 47.00
2075 Nebo Road, R. R. #2	1		'75 Chev 1 ton 4X4 8-1/2' Blade	$ 43.00	$ 45.00	$ 47.00
Mount Hope, Ontario		4	On request	$ 43.00	$ 45.00	$ 47.00
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	1		'90 Bobcat 743 5' bucket	$ 45.00	$ $6.00	$ 47.00
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	3		1 ton 8' Arctic Plow & 2 yd. Sanding Unit '89/'90/'91	$ 40.00	$ 45.00	$ 50.00

10) MISCELLANEOUS EQUIPMENT Cont'd.

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	2		Ford 4X4 Power Angle Plow '80/'87	$ 50.00	$ 50.00	$ 53.00
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	3		Rubber Tire Backhoes '87/'90	$ 88.79	$ 93.46	$ 98.13
Sunset Landscape Construction Ltd. P.O. Box 7045 Ancaster, Ontario L9G 3L3	1		'88 GMC 1 Ton 8' Blade	$ 48.00	$ 52.00	$ 56.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	2		Single axle 10 cu.yd. dump sander with spinners, equiv. to City sanders '83 Intern/2010A	$ 70.00	$ 75.00	$ 80.00

4.1

CITY OF HAMILTON

— RECOMMENDATION —

JUL 10 1991

DATE: 1991 July 3

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Purchase of Land required for the Extension of Forbes Avenue from Frank Russo and Paola Pasinato - Part of property at 1286 Upper James Street

RECOMMENDATION:

a) That an Option to Purchase executed by Frank Russo and Paola Pasinato on June 20, 1991 and scheduled for closing on or before September 23, 1991 for the purchase of part of the property at 1286 Upper James Street, required for the extension of Forbes Avenue in the Blossom Estates Subdivision, be approved and completed. The subject parcel contains 2,410 square feet (0.055 acre) and is shown as Part 3 on Plan 62R-10161. The purchase price of $8,000.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands-Transportation Capital) in which sufficient funds are available to finalize this transaction.

b) That consideration in the amount of $2.00 has been paid to the owners and forms part of the purchase price.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

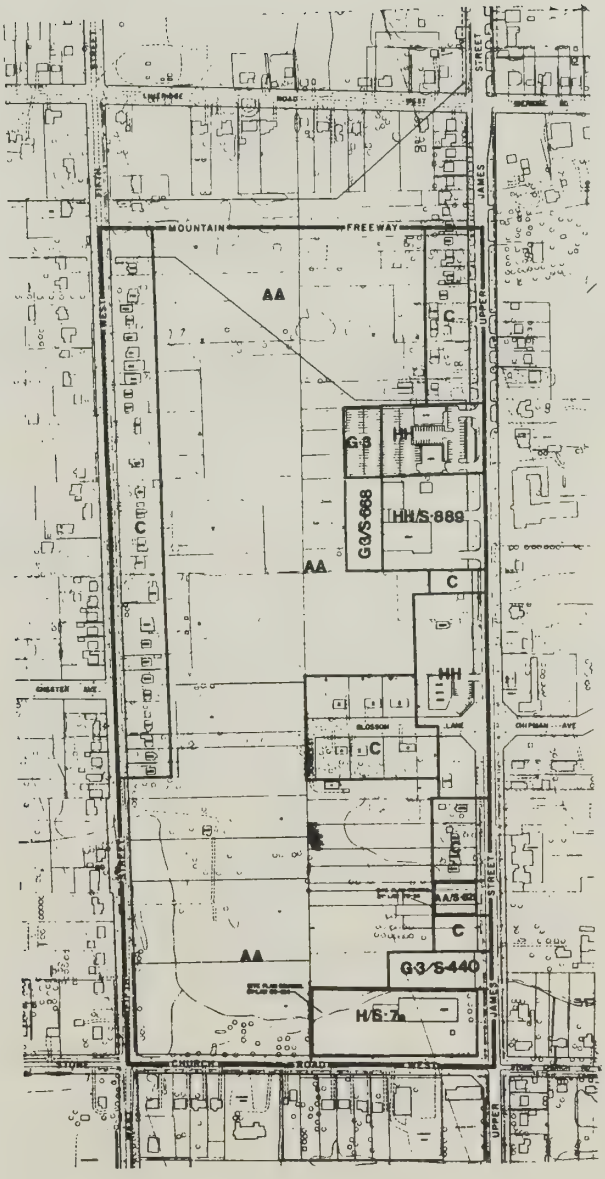
The City will establish a One Foot Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

BACKGROUND:

On October 10, 1989 City Council approved Item 2 of the 16th Report of the Transport and Environment Committee authorizing the Property Department to acquire all of the lands required for the extension of Forbes Avenue in the Blossom Estates Subdivision. The City will establish a One Foot Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

Attach.
c.c. Mrs. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Ms. L. MacNeil, Property Clerk, Surveys

(4509 - 34.25.1)



118	137	88
83	86	82
121	101	119

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

KERNIGHAN

ZONING

Neighbourhood Boundary
Zoning Boundary

0 100m
50m
SCALE

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING MAP NO. 7611

JUNE 1988

MAP NO. 86

JUL 11

4.2

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 July 10

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: Sale of Alleyway - Frederick and Wilma Daskaluk
East/West Alley Directly North of Municipal
Address 103 East 19th Street

RECOMMENDATION:

a) That an Offer to Purchase, duly executed by Frederick and Wilma Daskaluk on July 3, 1991, and scheduled to close thirty (30) days after the enactment of a by-law to sell the closed portion of said alleyway, for the purchase of a portion of the East/West Alleyway directly South of Municipal Address 410 Upper Wentworth Street be accepted and completed. The portion to be purchased is more particularly described as the North half, front to rear, of the East/West 10 foot Alley abutting the North Limit of Lot 50, Registered Plan 541. Said alley portion has a frontage along the easterly limit of East 19th Street of 5 feet (1.524 metres) more or less, by a depth of 140 feet (42.6 metres) more or less. The purchase price of $1.00 be credited to Account Number CH 4X501 00102 (Sale of Land - Property Purchases).

b) That an Offer to Purchase, duly executed by Frederick and Wilma Daskaluk on July 3, 1991, and scheduled to close thirty (30) days after the enactment of a by-law to sell the closed portion of said alleyway, for the purchase of a portion of the East/West Alleyway directly North of Municipal Address 103 East 19th Street, be accepted and completed. The portion to be purchased is more particularly described as the South half, front to rear, of the East/West 10 foot Alley abutting the North Limit of Lot 50, Registered Plan 541. Said alley portion has a frontage along the easterly limit of East 19th Street of 5 feet (1.524 metres) more or less, by a depth of 140 feet (42.6 metres) more or less. The purchase price of $1.00 be credited to Account Number CH 4X501 00102 (Sale of Land - Property Purchases).

c) That the sale of this Alleyway be conditional upon the following:

i) It is understood and agreed that this Offer to Purchase is conditional upon a Judge's Order being granted to stop up and close that portion of the alleyway being located directly north of 103 East 19th Street. In the event that the Judge's Order is not granted the Purchaser and City agree that this Agreement of Purchase and Sale shall be null and void and the deposit, if any, received by the City from the Purchaser shall be returned to the Purchaser without deduction or interest and the Purchaser agrees that he shall have no claim against the City for any cost, expense, interest, claim or damages as a result of the termination of this Agreement.

ii) It is understood and agreed by the Purchaser that the closing of the sale by the City of the subject property to him is also conditional upon the Municipality enacting a by-law to authorize the sale of the closed former highway and upon the compliance by the Municipality with the procedures for that purpose in the Municipal Act. In the event that the Municipality does not enact a by-law for the sale of the subject land to the Purchaser, the Purchaser and the City agree that this Agreement of Purchase and Sale shall be null and void and the deposit, if any, received by the City from the Purchaser shall be returned to the Purchaser without deduction or interest and the Purchaser agrees that he shall have no claim against the City for any cost, expense, interest, claim or damages as a result of the termination of this Agreement.

iii) It is understood and agreed that the exact area to be purchased will be determined by a survey provided by the Purchaser in compliance with the policy attributable to the closing of alleys.

iv) It is understood and agreed by both parties that the Purchasers (Mr. Frederick Daskaluk and Mrs. Wilma Daskaluk) have the right to assign this Agreement to another party prior to the completion of this transaction.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

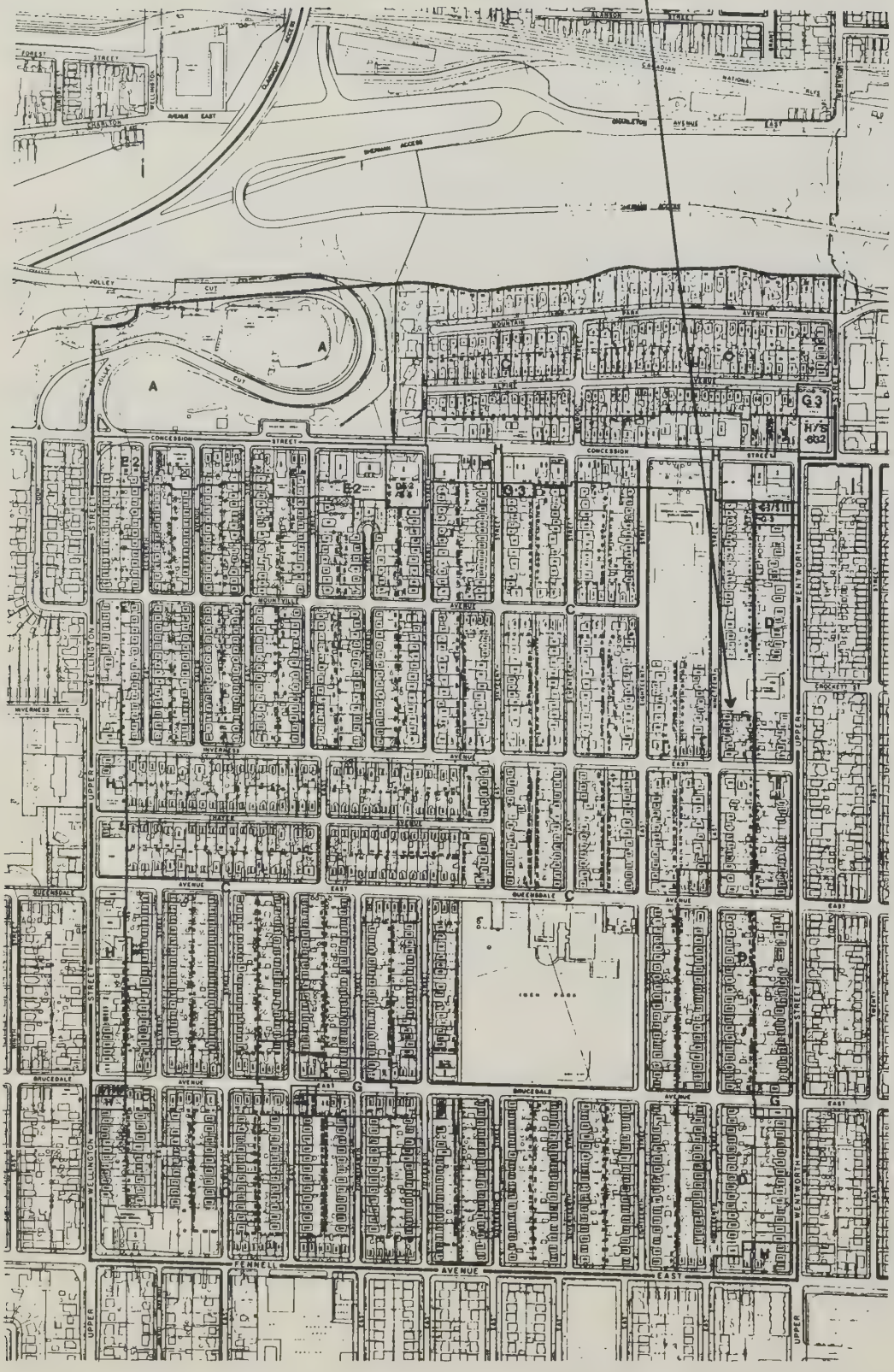
The City of Hamilton has prepared these Offer to Purchase Agreements in anticipation of the future sale of these lands. The City as the abutting owner waived it's right to purchase one half of the alley, thereby allowing Mr. and Mrs. Daskaluk to acquire the full area encompassed in the alley closure.

As Mr. and Mrs. Daskaluk are now attempting to sell their property and have constructed a garage on the alley to be closed, the City felt it prudent to provide this interest in the land prior to it's closing. This, in effect, allows Mr. and Mrs. Daskaluk to assign interest ownership to the new property owner in the event their home sells.

c.c. Alderman H. Merling, Alderman, Ward 7
Mrs. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Ms. L. MacNeil, Property Clerk, Surveys

(4508)

SUBJECT PROPERTY



31	125	134
22	88	42
7	85	18

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

INCH PARK

ZONING

Neighbourhood Boundary
Zoning Boundary

SCALE 0 100m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING MAP NO. 7210

JUNE 1988

PAGE NO. 68

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CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 July 16

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **City Purchase from The Board of Education lands required for roads in Chappel East and West Neighbourhoods**

RECOMMENDATION:

a) That an Option to Purchase executed by the owner, The Board of Education for the City of Hamilton on July 3, 1991 and scheduled for closing on or before October 8, 1991, for the property known as Parts 1-14 on Plan 62R-11311, be approved and completed. The subject lands are irregular in shape and contain .9651 hectares (2.3849 acres) and are located south of Rymal Road East. The purchase price of $75,001.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital).

b) That the Option to Purchase be conditional upon the following:

i) aa) It is understood and agreed by the Vendor and Purchaser, that the City of Hamilton will establish one foot reserves along the frontages of all the public streets being acquired in order to recover costs for services from the abutting developers in accordance with normal City and Regional policy (see letter dated May 31, 1991 from Mr. K. Brenner).

bb) It is understood and agreed by both parties, that $75,000.00 of the purchase price is for compensation being provided for Parts 4, 5, 6, 10, 12 and 13 on 62R-11311 (Upper Wentworth Street) and in view of the compensation being satisfactory to both parties, the Purchaser (City) will not recover any land costs associated with the lifting of the one foot reserve for lands abutting Upper Wentworth.

cc) It is further agreed that the land required for the public roads known as Parts 1, 2, 3, 14, 7, 8, 9 and 11, 62R-11311 is being conveyed for the sum of $1.00 and here again there will be no land cost recovery.

ii) The Purchaser agrees to grant the Vendor a right-of-way over the said parcels of egress and ingress purposes until such time as they are incorporated into the roadway.

It is understood between the parties that the provisions contained in the above-mentioned conditions shall survive the closing of the sale and not merge and shall remain in full force and effect.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

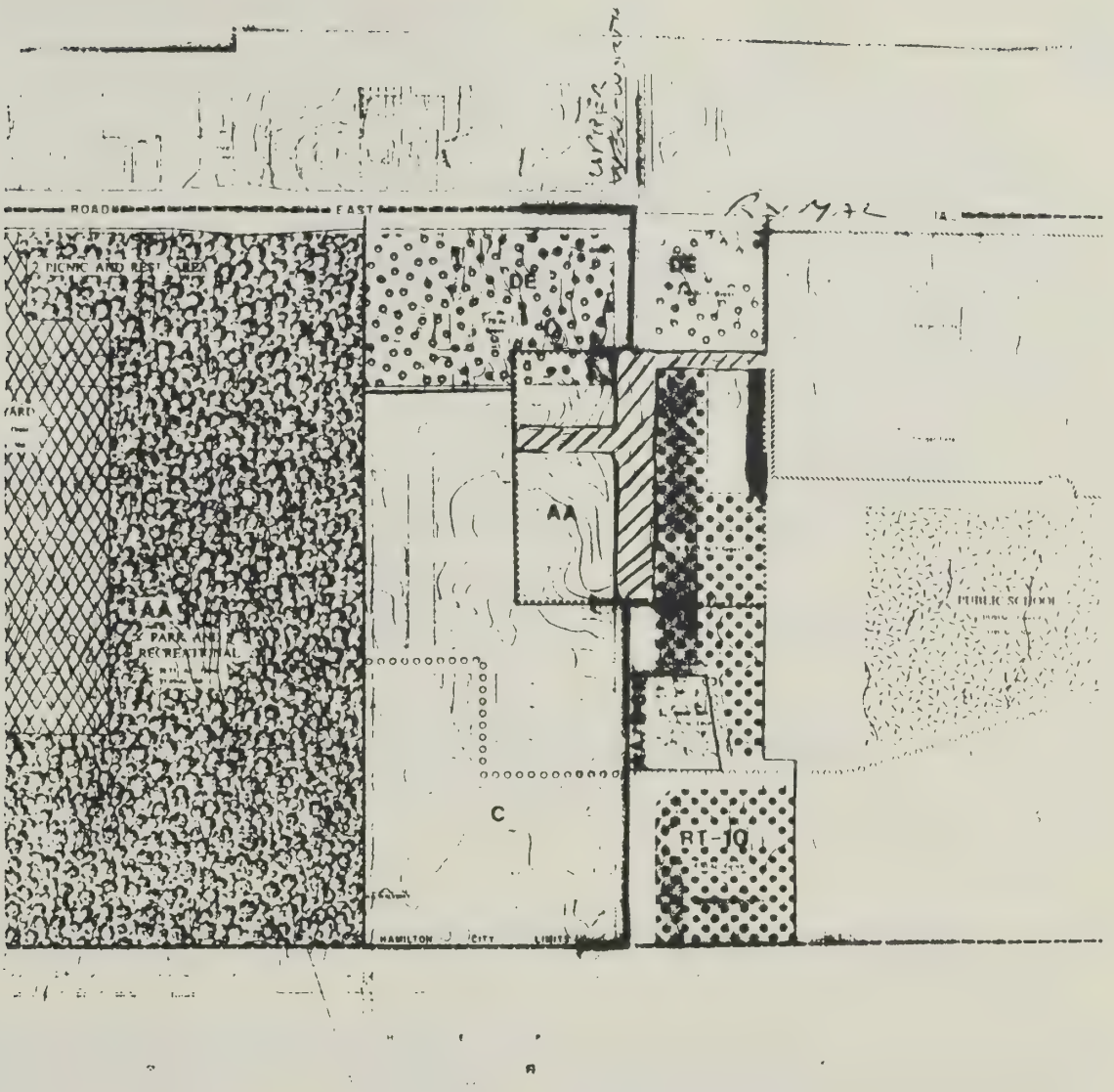
In 1990 this department along with the Regional Engineering Department were approached by a developer whose lands were located in the Chappel West Neighbourhood to determine whether the City could assist him in acquiring lands owned by The Board of Education which were required for the extension of Upper Wentworth. The Board of Education was having difficulty at the time in rationalizing the sale of the lands required for the roadway as the original ten (10) acre block was required for school purposes. With the Chappel West and East Neighbourhood plans completed, they indicate these lands were to be zoned for residential purposes, as a result the School Board had to look elsewhere for a new school site.

In view of the fact that they are close to an agreement for the new school site, the Board has agreed to sell to the City the lands required to extend Upper Wentworth and adjoining streets.

Attach.

c.c. - Alderman H. Merling, Alderman, Ward 7
- Alderman J. Gallagher, Alderman, Ward 7
- Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys

(50.20.60 - 4504)



LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

Neighbourhood Boundary

Zoning Boundary

Approvals

Planning Committee NOV. 1, 1960 Council NOV. 14, 1960

Latest Revision Date NOV 29, 1960

CITY OF HAMILTON

PLANNING DEPARTMENT

CHAPPEL WEST

APPROVED PLAN

NORTH

SCALE 100 m

24

5.1

CITY OF HAMILTON

RECOMMENDATION

DATE: 1991 July 2

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: **Policy for Industrial Roadside Beautification Program**

RECOMMENDATION:

1. That the attached "Criteria For Industrial Roadside Beautification Program" - July 1991 be approved.

2. That the criteria for Industrial Roadside Beautification Program be forwarded to the Region and the Region be requested to consider adapting a similar program on Regional roads.

J. G. Pavelka

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS

Equal cost sharing of initial capital costs.

Annual maintenance to be 100% at the expense of the adjacent property owner.

BACKGROUND:

In 1989 the Public Works Department introduced a 50/50 cost share program for the Beautification of Industrial Roadside areas. In order to enhance this program for beautification on the City road allowance, the Public Works Department will be developing an advertisement to be published in the local print media informing the Public about the program and the criteria for participation.

Proposal:
The Public Works Department, Parks Division has developed criteria for the program which will be forwarded to interested parties. These are attached to this report.

Site selection for program implementation will be based on the applicant adhering to criteria and the available funds in our current budget.

CONCLUSION:
Beautification of Industrial areas in Hamilton can be implemented via this program, through promotion and public interest. By establishing criteria and advertising the program, the City of Hamilton will benefit environmentally as well as aesthetically.

JGP/PSU/rb
attach.

cc D. Lobo, Manager of Streets and Sanitation
cc B. Chrystian, Manager of Parks
cc D. Turvey, Commissioner, Transportation/Environmental Services

CRITERIA FOR INDUSTRIAL ROADSIDE BEAUTIFICATION PROGRAM - JULY 1991

This program is offered to beautify the city owned portion of industrial roadside areas on a 50/50 cost share of the initial capital cost providing the adjacent property owner enters into an agreement with the City of Hamilton to maintain the landscaping.

Criteria

Design

1. Applicant must submit design plan to Public Works, Parks Horticulture with 2 cost estimates for beautification on road allowance.

2. Design to include all overhead and underground utility locates.

3. Must comply with City by-laws.

4. No electric receptacles or lights will be affixed to trees.

5. Parks Horticulture will approve design.

Estimates and Maintenance

1. Estimates to include 1 year warranty on installed plant material.

2. All plant material installed to be maintained by property owner, including: watering, fertilizing, weeding, insect and disease control.

3. All trees planted on the road allowance become the responsibility of the Public Works Department and will be scheduled for trimming in Grid Program.

4. Any replacement trees required will be cost shared between the property owner and the City on a 50/50 cost share basis.

5. Architecturally designed signage to be developed and displayed.
   ie: "This roadside beautification project has been undertaken
   jointly by ___firm name____ and the City of Hamilton,
   Public Works Department.

Approval

1. Recommendation Report to the Transport and Environment Committee specifying selected addresses for program based on the date received by the Public Works Department.

2. Upon Council approval, Property owner may proceed with design installation.

3. Upon completion of project, the Public Works Department will inspect site and recommend entering into the agreement whereby the adjacent property owner will be responsible for the maintenance of the landscaping.

4. Upon completion of the agreement which is to be registered on title by the property owner, the Public Works Department will approve release of 50% of the capital cost.

PSU/rb

5.2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 17

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Replacement of Decorative Light Fixtures Within the Downtown Core

RECOMMENDATION:

a) That the authorization given to the Commissioner of Engineering to issue a purchase order to Weinmann Electric Limited at a total cost of twenty-seven, four hundred and seventy-one dollars and fifty cents ($27,471.50) as per Item 13 (b) of the 10th Report for 1990 of the Transport and Environment Committee approved by City Council on 1990 July 31, be rescinded; and,

b) That a purchase order be issued to Gerrie Electric to supply 92 light fixtures complete with high-pressure sodium lamps, brackets and 22" globes at a total cost of thirty thousand and thirty-eight dollars and ninety-two cents ($30,038.92); and,

c) That a purchase order be issued to S & S Electrical Services for the installation of 92 decorative light fixtures on John, Hughson and King William Streets within Phase IIIB of the Downtown Action Plan at a total cost of two thousand dollars ($2,000.).

J. G. Pavelka

J. G. Pavelka

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Approval was received from City Council on 1990 July 31 to issue a purchase order in the amount of twenty-seven thousand, four hundred and seventy-one dollars and fifty cents ($27,471.50) to cover 50% of the cost of replacing the existing light fixtures on John, Hughson and King William Streets.

...../2

Weinmann Electric was to cover the remaining 50% of the costs. After further investigation the Purchasing Department have determined that for the same net costs, all of the luminaires can be replaced with high-pressure sodium (HPS) lamps and fixtures that are more energy efficient and brighter. Because of this conversion to HPS the City is now eligible for a 25% rebate from Ontario Hydro.

There are sufficient funds available within Phase IIIB of the Downtown Action Plan Account Number CF 5310 428603002.

BACKGROUND:

On 1990 July 31, City Council approved Item 13 of the 10th Report of the Transport and Environment Committee authorizing the replacement of decorative light fixtures on John and Hughson Streets and the issuance of a purchase order to Weinmann Electric to carry out this work. Since the installation of Idealite fixtures by Weinmann Electric on John, Hughson and King William as part of Phase III of the Downtown Action Plan, continual maintenance problems have occurred all covered under the original two year warranty from the contract. Over thirty of the ballasts have been replaced by both Weinmann Electric and the manufacturer, Idealite, but the problems continue to occur. All of the fixtures must be removed and replaced with luminaires from another manufacturer. To do this, Weinmann Electric agreed to a 50-50 cost-sharing arrangement with the City at a total City share of twenty-seven thousand, four hundred and seventy-one dollars and fifty cents ($27,471.50) for mercury vapour fixtures.

After investigation by the Purchasing Department, the conversion to HPS fixtures with upgraded lighting levels was found to be much more cost effective and efficient particularly since all of the downtown fixtures will be converted to HPS within the next four years as specified by Hamilton Hydro Electric System. The total cost to carry out this work including installation is thirty-two thousand and thirty-eight dollars and ninety-two cents ($32,038.92) less GST and Ontario Hydro rebates which brings the total cost to twenty-seven thousand, three hundred and ninety-three dollars and fifty-three cents ($27,393.53). The net cost is therefore less than the 50% cost that the City would have been paying under the original arrangement.

JMcN:bk

cc: Mrs. S. Reeder, Secretary
Planning and Development Committee

Mr. C. Rendell, Intermediate Buyer
Purchasing Department

Mr. S. Barley, Electrical and Instrumental Technologist
Engineering Department

6.1

CITY OF HAMILTON

- RECOMMENDATION -

DATE: June 28, 1991

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Incorporating certain City lands into DiCenzo Drive by By-Law.

RECOMMENDATION:

a) That the following City lands, known as parts 1,2,3,4,5 and 12 on Plan 62R-11790, be incorporated into DiCenzo Drive.

b) That the By-Law attached to this report to carry out the incorporation of the said lands into DiCenzo Drive be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gall

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd .....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below:

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
DiCenzo Drive	Parts of Lot 14, Con. 8 (in the former geographic Township of Barton) designated as parts 1,2, 3,4,5 and 12 on Plan 62R-11790	N/A	To provide access to and from Stone Church Road with DiCenzo Drive in a soon to be registered plan of subdivision adjacent and to the south (commonly known as Coventry Gardens)	S703-74

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PARTS 1,2,3,4,5 and 12, PLAN 62R-11790 INTO DICENZO DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as DiCenzo Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of DiCenzo Drive.

Parts of Lot 14, Concession 8, in the former geographic Township of Barton, designated as Parts 1,2,3,4,5 and 12 on Plan 62R-11790.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

6.2

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1991 July 15
S704-27 L. Ryan

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Proposed Construction of Concrete Sidewalks on Sorrento Place

RECOMMENDATION:

a) That the Committee recommend limits of construction for the installation of a combined concrete sidewalk on Sorrento Place;

b) That the Subdivider, Di Cenzo Construction Company Limited, be advised of the limits of the sidewalk installation on Sorrento Place, and be directed to proceed with construction;

Ted Gill

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be undertaken and funded by DiCenzo Construction Company Ltd., as outlined is Section V of their Subdivision Agreement with the City of Hamilton.

Cont'd...

Proposed Concrete Sidewalks for Sorrento Place

Cont'd...

BACKGROUND:

In the fall of 1989, the residents of Sorrento Place petitioned the City of Hamilton for sidewalk installation as per Section 11 of the Local Improvement Act. Hamilton City Council approved initiation of the works at their meeting of August 28, 1990. DiCenzo Construction Company Limited was subsequently notified that they were to construct combined concrete sidewalks on both sides of Sorrento Place throughout its entire length.

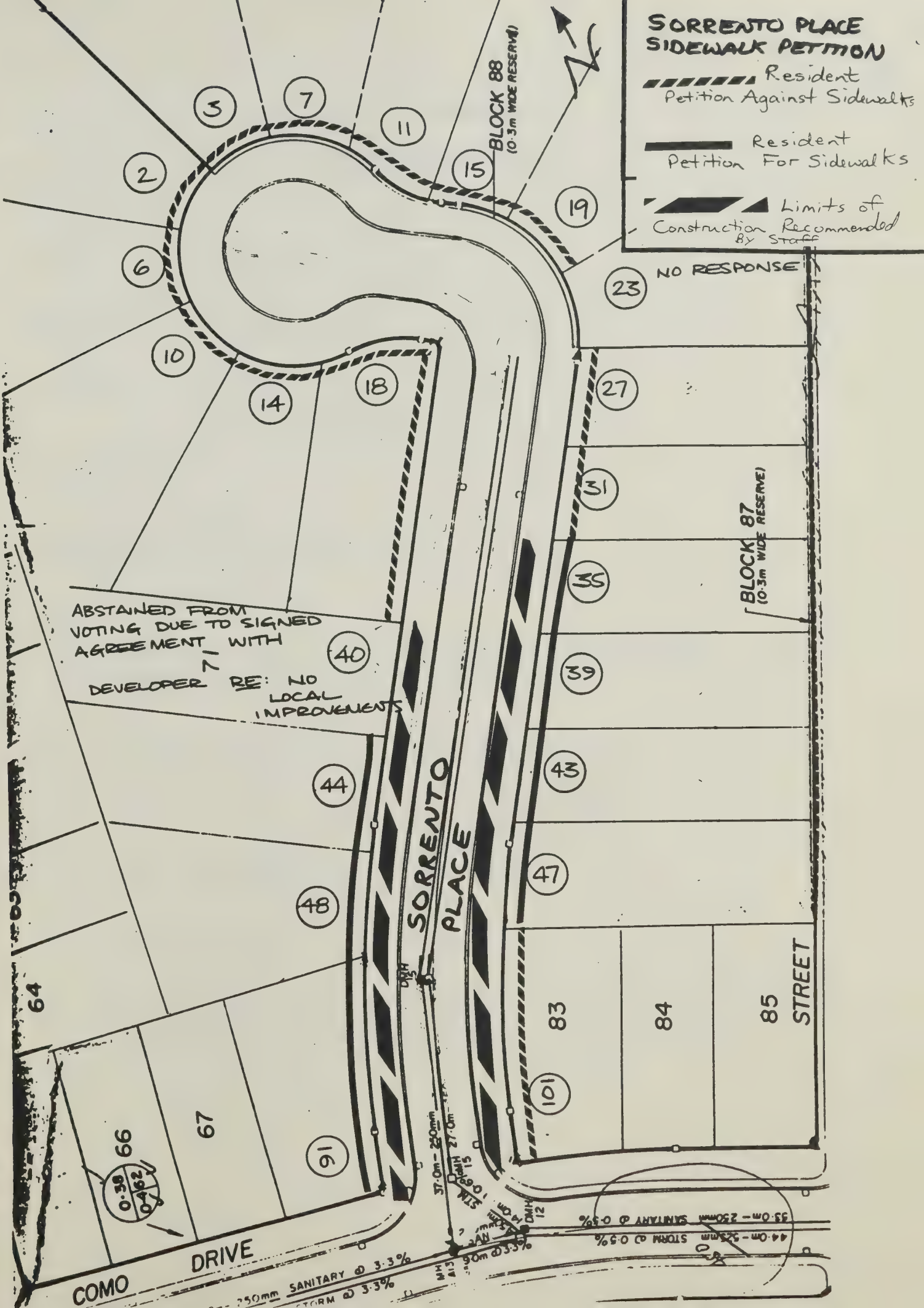
Subsequent to the first petition, an additional petition was received, specifically from those property owners in the cul-de-sac portion of Sorrento Place, stating that they do not want sidewalks constructed in the cul-do-sac. Reasons/concerns for a reversal of some residents' views include:

* existing narrow, pie shaped front lawns will be further reduced in green space
* added expense (payable by the contractor) when some of the cul-de-sac residents did not sign the initial petition requesting construction
* walks should be located on straight portion only
* concern that property taxes may increase

Therefore an additional report is forwarded that Council may clarify the proposed limits of construction considering the recent petition submission. The attached plan illustrates those residents that are/are not in favour of construction are generally concerned about the cul-de-sac and do not object to sidewalks on the straight portion. Limits proposed on the east side by the residents start at Como Place and end at the property line between house #35 and #31. No limits are suggested for the west side, however staff would recommend that if walks are to be constructed that they be located between Como Place and the north limit of House #40.

MMR LR:sed

cc: K. Avery, Clerk, City of Hamilton
D. Onishi, Director of Engineering Services


SORRENTO PLACE
SIDEWALK PETITION
Resident Petition Against Sidewalks
Resident Petition For Sidewalks
Limits of Construction Recommended By Staff
BLOCK 88 (0.3m WIDE RESERVE)
BLOCK 87 (0.3m WIDE RESERVE)
NO RESPONSE
ABSTAINED FROM VOTING DUE TO SIGNED AGREEMENT WITH DEVELOPER RE: NO LOCAL IMPROVEMENTS
SORRENTO PLACE
COMO DRIVE
STREET
2
3
6
7
10
11
14
15
18
19
23
27
31
35
39
40
43
44
47
48
64
66
67
83
84
85
91
101
0.38
0.462
37.0m – 250mm
27.0m – 200mm
33.0m – 250mm STORM @ 0.5%
44.0m – 525mm STORM @ 0.5%
250mm SANITARY @ 3.3%
STORM @ 3.3%
90m @ 3.3%

6.3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 15
T103-23(2) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Temporary Street Closures for a Cycle Race
on Sunday July 28, 1991

RECOMMENDATION:

That the application of Mr. T. Farrar, agent for Cycle Hamilton (244 Jackson Street West, Hamilton L8P 1M5) to temporarily close the following City Streets on Sunday July 28, 1991 from 1:30pm to 5:30pm to hold a Cycle Race:

i) Claremont Drive from West 5th Street to Arcade Crescent
ii) Arcade Crescent from Claremont Drive to Gateview Drive
iii) Gateview Drive from Arcade Crescent to Cloverhill Road
iv) Cloverhill Road from Gateview Drive to Brantdale Street
v) Brantdale Street from Cloverhill Road to West 5th Street
vi) Hess Street from Herkimer Street to Hunter Street
vii) Hunter Street from Hess Street to Park Street
viii) Park Street from Hunter Street to Herkimer Street

be approved; subject to the following conditions:

a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

Cont'd...

Temporary Street Closures for a Cycle Race
on Sunday July 28, 1991

Cont'd...

b) That advance temporary road closure signs be installed one week in advance by the City of Hamilton, Traffic Department, on the affected roadways and at the expense of the organizing group;

c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

d) That the applicant provide proof of $2,000,000 public liability insurance naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

e) That the applicant reimburse the Regional Police, Transportation/Environmental Services, City of Hamilton, Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

f) That no property owner or resident within the barricaded area be denied access to their property upon request.

g) That all property owners and tenants along the closed portion of the route be notified of the bicycle race by the applicant at least two weeks prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

Ted Gall

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Temporary Street Closures for a Cycle Race
on Sunday July 28, 1991

Cont'd...

BACKGROUND:

A request has been received from T. Farrar, agent on behalf of Cycle Hamilton, to hold a Cycle Race on Sunday July 28, 1991 from 1:30pm to 5:30pm.

The start/finish for the race be at the top of James Mountain Road and West 5th Street and the route will be as follows: beginning at the top of James Mountain with the cyclist turning onto Claremont Drive to include the following City Streets and Regional Roads in the route:

Claremont Drive from West 5th to Arcade	Full Closure
Arcade Crescent from Claremont to Gateview	Full Closure
Gateview Drive from Arcade to Cloverhill	Full Closure
Cloverhill Road from Gateview to Brantdale	Full Closure
Brantdale Street from Cloverhill to West 5th	Full Closure
West 5th Street from Brantdale to Fennell	Full Closure
Fennell Avenue from West 5th to Garth	North Lane Only
Garth Street from Fennell to Beckett	Full Closure
Beckett Drive from Garth to Queen	Full Closure
Queen Street from Beckett to Aberdeen	Full Closure
Queen Street from Aberdeen to Herkimer	Two North Lanes
Herkimer Street from Queen to Hess	Full Closure
Hess Street from Queen to Hess	Full Closure
Hunter Street from Hess to Park	Full Closure
Park Street from Hunter to Herkimer	Full Closure
Herkimer Street from Park to James	Full Closure
James Street from Herkimer to Markland	Two West Lanes
James Street from Markland to James Mountain	Full Closure

The course this year has some significant changes from previous applications. Main Street and James Street from Main to Herkimer are no longer included in the route. The applicant has asked to include Claremont Drive, Arcade Crescent, Gateview Drive, Cloverhill Road and Brantdale Avenue.

A meeting was held with the applicant and representatives of the Transportation/Environmental Services and Traffic Department to inform the applicant of his responsibilities concerning the event.

Cont'd...

Temporary Street Closures for a Cycle Race
on Sunday July 28, 1991

Cont'd...

A representative from the Regional Police Department was unable to attend. However, the Police Department has been in contact with the applicant and they have informed him of their requirements.

The applicant was informed of the costs associated with his event and that the following costs will have to be paid for by Cycle Hamilton:

i)	Regional Police:		
	37 Officers x 4 Hours x 29 Dollars	=	$4,292.00
	2 Sergeants x 4 Hours x 33 Dollars	=	$ 264.00
	for a total cost	=	$4,556.00
ii)	City of Hamilton Traffic Department:		
	6 Signs	=	$ 963.00
	"No Parking" Signs	=	$ 410.88
	for a total cost	=	$1,373.88
iii)	Hamilton Street Railway:		
	1 Inspector x 5 Hours x 33 Dollars	=	$ 165.00
	Spectator Advertisement	=	$ 700.00
	for a total cost	=	$ 865.00
	Total Departmental Cost	=	$6,794.88

The race is an annual event in the City and has been drawing an elite international field of competitors for the past number of years.

The Regional Police Department has reviewed the route of the race and they indicate that appropriate traffic control and detour routes can be provided for the race. There has not been any other departmental objection, therefore, Transportation/Environmental Services would recommend in favour of this event.

JKC:kk

cc: Staff Sgt. M. Heddle
Regional Police Department
cc: J. G. Pavelka, Director of Public Works
cc: M. F. Main, Director of Traffic Services

6.4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 15
800-91 G. Aston

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

1991 City of Hamilton
Supplementary Road and Sidewalk Reconstruction Programme

RECOMMENDATION:

a) That the following list be adopted as the Supplementary Program of the 1991 Road and Sidewalk Capital Reconstruction Programme:

-Mt. Albion Road at Albright Road, Traffic Signal Installation
-Barnesdale Boulevard, Dunsmure Road to Main Street
-Rodgers Road, King Street to Central Avenue
-Ashland Avenue, Tenth Avenue to Winchester Boulevard

Supplementary projects, in the order stated above, will be constructed in 1991, provided sufficient funds become available in the 1991 Road and Sidewalk Reconstruction Programme. The priority of projects not constructed in 1991 will be re-evaluated within the 1992 Reconstruction Programme.

b) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all the necessary approvals have been received.

c) That the construction of concrete sidewalks on Maple Avenue between Ottawa Street and King Street be deleted from the 1991 Road and Sidewalk Reconstruction Programme and added to the 1992 Programme;

d) That the road construction of MacLennan Avenue between Upper Wentworth Street and East 23rd Street not proceed, but rather sidewalk reconstruction and roadway reshaping commence as outlined in the City of Hamilton's 1991 Capital Road and Sidewalk Programme;

Cont'd...

1991 City of Hamilton
Supplementary Road and Sidewalk Reconstruction Programme

Cont'd...

e) That the reconstruction of Stirton Street from Wilson Street to Cannon Street not be proceeded with at this time.

f) That the Finance and Administration Committee be requested to recommend the method of financing the above noted additional projects, estimated at $700,000.

Ted Gall

for L.D. Turvey, P.Eng.
Commissioner of Environmental/
Transportation Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

As a result of low contract prices and the cancellation/postponement of several road projects, approximately $7,000,000 will be required to complete the 1991 Reconstruction Programme. The $7,000,000 worth of construction projects will generate approximately $2,230,000 in M.T.O. subsidy, with a net cost of $4,770,000.

Within the Capital Budget, the approved gross cost of $9,400,000 for the Reconstruction Programme was comprised of $1,552,000 from the Capital General Contingency Fund, $3,008,000 of M.T.O.subsidy, and $4,840,000 from the General Levy. Thus, the $1,552,000 which was borrowed from the Capital General Contingency Fund, can be repaid. There is also $70,000 from the General Levy unspent, and approximately $778,000 of M.T.O. subsidy which can be directed to either road construction or road maintenance. If the savings are directed to road maintenance, it will have the effect of reducing the General Levy requirements from that already provided in the approved Budget and thus generate a surplus. If the subsidy is directed to road construction, then the additional projects listed in the recommendations can be undertaken. Because of the very favourable prices for construction being tendered this year, it would be advantageous to utilize this benefit in constructing projects this year rather than next year when prices may be increased.

Cont'd...

1991 City of Hamilton
Supplementary Road and Sidewalk Reconstruction Programme

Cont'd...

BACKGROUND:

Since the submission of the City's Road and Sidewalk Reconstruction Programme, additional detail has become available as to the availability of funds for the undertaking of a Supplementary Programme. A majority of the funding is available as a result of lower than estimated prices. In addition, the reconstruction of the sidewalks on Main Street West have been postponed to 1992.

Included in the 1991 Programme was the reconstruction of concrete sidewalks on Maple Avenue between Ottawa Street and King Street. Through pre-engineering site evaluation and Dynaflect testings for surface and structural ratings, it was determined that overall distress ratings of the roadway would warrant reconstruction within the immediate future. In order to ensure reconstruction occurs in the most cost-effective manner, staff is proposing that the reconstruction of sidewalks on Maple Avenue be postponed until 1992, at which time consideration can be given to the inclusion of road reconstruction as well.

The construction of the roadway on MacLennen Avenue from Upper Wentworth Street to East 23rd Street as a Local Improvement Act was approved by City Council, however, residents successfully petitioned against the works. Therefore, the reshaping of the surface treated roadway and sidewalk reconstruction could proceed as outlined in the City's 1991 Reconstruction Programme.

Subsequent to the submission of the Supplementary Programme to your Committee in November 1990, it has been determined that the originally proposed storm sewers on Stirton Street (which was listed in the Supplementary Programme) from Wilson Street to Cannon Street would not be constructed in 1991 and therefore the reconstruction of the street should be considered at some future date.

The priority of the remaining streets in the Supplementary Programme is indicated in the above "Recommendation" section.

LR/cb

cc: J. Pavelka, Director of Public Works
E.C. Matthews, City Treasurer
D. Onishi, Director of Engineering Services
J. Thompson, Secretary of Finance & Administration Committee

6.5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 28
T103-03(261) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **Rescind Approval to Close the Assumed Public Alleyway Between Hillview Street and Emerson Street South of Ainslie Avenue**

RECOMMENDATION:

That the approval granted by City Council on June 26, 1990 in adopting Item 9 of the 9th Report of the Transport and Environment Committee to close the assumed public alleyway between Hillview Street and Emerson Street south of Ainslie Avenue, be rescinded.

for L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

**Rescind Approval to Close the Assumed Public Alleyway
Between Hillview Street and Emerson Street
South of Ainslie Avenue**

Cont'd...

BACKGROUND:

An application to close the above-noted alleyway was made in 1989. Council approved the application on June 26, 1990.

We have been advised by the Property Department that the subject lands will now be sold as a parcel of land and not an alleyway, pursuant to a recommendation from the Law Department.

Since the Law Department has determined the land to be City-owned and not part of the road allowance, we therefore are in favour of their request to rescind the previous approval.

JKC:dm

cc: L. Lawrence, Law Department
cc: M. C. J. Watson, Property Department

6.6

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 12
S610-03

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Establishment of "Elite Drive" as a City Road Allowance

RECOMMENDATION:

a) That Rymal Road Developments Inc. be required as a condition of severance of land for proposed townhouse units, Part 11 on survey plan (draft reference plan) 90-1143-8 as prepared by Mackay, Mackay & Peters Limited for future Elite Drive from Upper Wentworth to approximately 75 metres east of Upper Wentworth Street and that the applicant's solicitor shall prepare the deed, satisfactory to the Regional Surveyor, register the deed and certify title to the city of Hamilton in a form satisfactory to the Law Department.

b) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary By-Law to incorporate Part 11 into Elite Drive.

c) That application be made to the Region for approval to establish Elite Drive from approximately 75 metres east of Upper Wentworth Street to Upper Wentworth Street, as a public highway pursuant to section 48(3) of the Regional Municipality of Hamilton-Wentworth Act. (Upper Wentworth-Regional Road No. 167)

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Establishment of "Elite Drive" as a City Road Allowance

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

The owner of Rymal Square Estates Subdivision, Mr. Arthur Weisze, wishes to proceed with the Development of three blocks of land for proposed townhouses along Upper Wentworth Street within the approved draft plan of subdivision. (see attached plan)

In order to proceed with the townhouse developments the owner has applied to the Land Division Committee to sever the three blocks from the proposed subdivision.

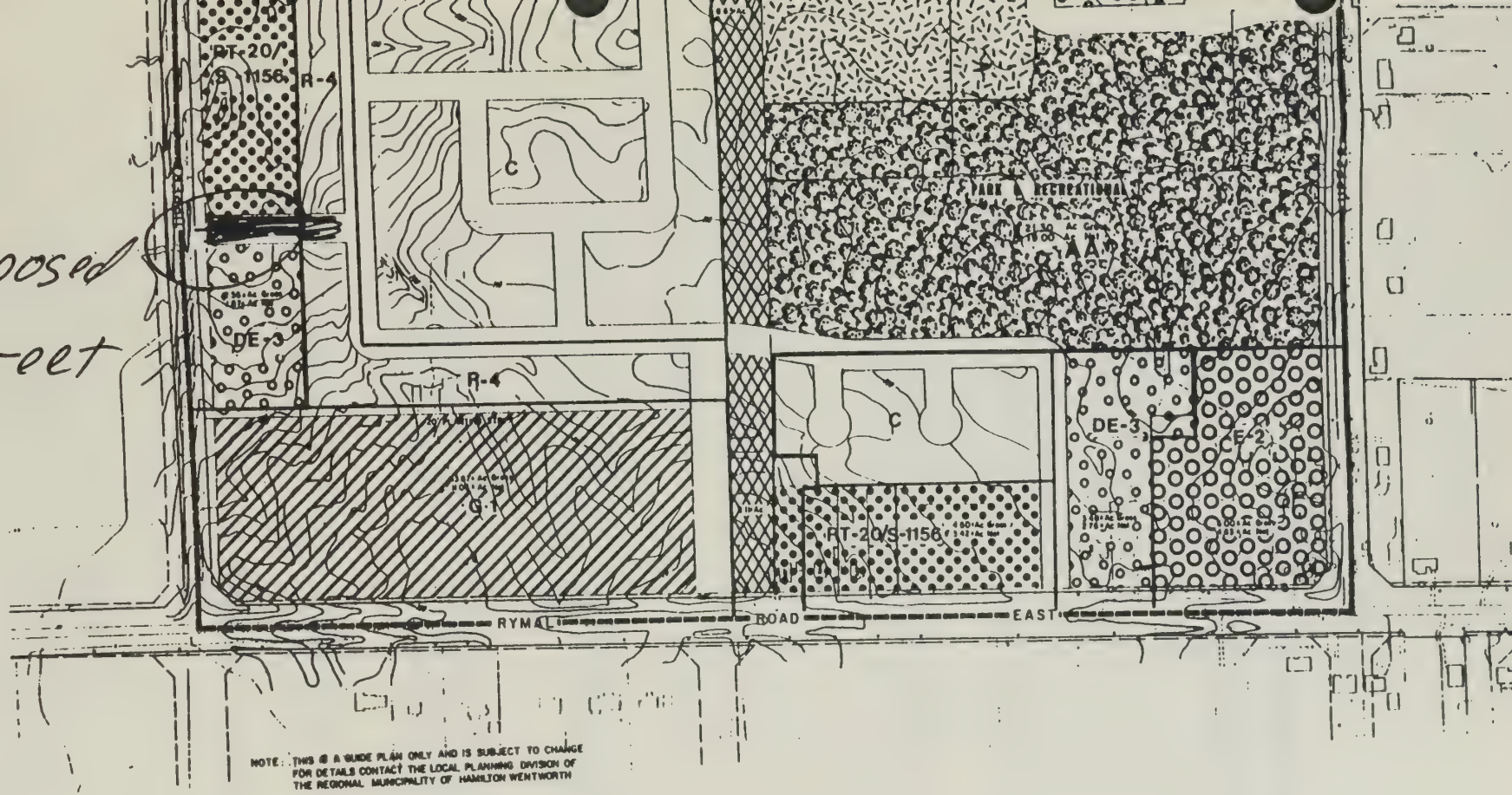
In order to provide the access required under site plan approval, the owner must have "Elite Drive" established as a City street, as shown on the approved neighbourhood plan for Butler neighbourhood.

The owner will be executing a modified subdivision agreement with The City of Hamilton to install all City services required for this proposed development on Elite Drive and Upper Wentworth Street.

There is no City share for the municipal services for this proposed development.

Ps/cb

cc: J. Thompson, Secretary
Finance and Administration
cc: E. Matthews, City Treasurer
cc: P. Noe-Johnson, City Solicitor



NOTE: This is a **GUIDE PLAN** only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL

- Neighbourhood Boundary
- Zoning Boundary

Approvals

Planning Committee APRIL 25,1978 Council JUNE 28,1978

Latest Revision Date OCT. 31, 1980

CITY OF HAMILTON

PLANNING DEPARTMENT

BUTLER

APPROVED PLAN

6.7

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 15
T103-51 J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments and install temporary encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environment Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That the first year fee and subsequent annual fee outlined in schedule "A" be set for these encroachments.

Ted Gin

for L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Inadvertent Encroachment Agreement

Cont'd

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:sed

Council Date: July 30, 1991

SCHEDULE "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
15 West Ave N	areaway encroaches onto West Ave. N. by 4.0'x14.4'	Lewis, Brown Scarfone, Fernihough Brown P.O.Box 926 Station 'A' Toronto L8N 3P9	$230.00/$106.40	T103-50(924)
182 Rebecca St.	planter boxes encroach onto Rebecca St. by 1.2m x 5.2m	J. Beume Real Estate, 100 Adelaide St. W. Suite 803 Toronto	$230.00/$46.00	T103-50(933)
1 Vine St.	2 wheel chair ramps and steps encroach by 1.0m x 20.4m	J. Beume Real Estate, 100 Adelaide St. W. Suite 803 Toronto	$48.00/20.00	T103-50(932)
99-101 Ferrie St.	enclosed porch and steps encroach onto Ferrie St. by 3.6' x 14.8'	Misir, Burych 880 St. Clair Ave. W. Toronto M6C 1C5	$125.00/20.00	T103-50(931)
178 Napier St.	frame veranda measuring approximately 3.08' x 25.81'	Simpson & Watson Barristers & Solicitors 950 King Street W. Hamilton L8S 1K8 L8S 1K8	$132.00/20.00	T103-50(927)
190 King William	a) a canopy measuring 1.0m x 4.30m b) paved layby measuring 3.0m x 32.40m both encroaching onto King William St. c) landscaping measuring encroaching onto Ferguson Avenue by 3.0m x 40.0m d) concrete and interlocking paving stones encroach onto Ferguson Ave. and King William Street by 2.5m x 56.5m and 5.0m x 69.5m respectively	Peter Mandia 255 West Ave. N.	$132.00/$20.00	T103-50(884)

Council Date: July 30, 1991

Location	Type of Encroachment	Solicitor/Agent	First Year Fees/Annual	File No.
355 MacNab St. North	wooden steps encroach by 0.162m x 4.88m	Evans Philip Barristers and Solicitors 1 King St. W. Hamilton, Ont.	$216.00/20.00	T103-50(750)
58 Breadalbane Street	wooden porch encroaches 0.23m x 9.1m	Cynthia Campling 100 Main St. E. Hamilton L8N 3W6	$132.00/20.00	T103-50(959)
18-24 James Street South	i) concrete ramp encroaches appr. 6.5m x 9.0m ii) 6 planters encroach onto MacNab Street S. by appr. 0.75m x 0.75m each	Grindstone Properties 1120 P.O. Box 1120 Waterdown Ont. L0R 2H0	$185.00/120.00	T103-50(938)

7.1 i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Sanatorium Road between Rice Avenue and Garth Street. (TEC-147-91)

RECOMMENDATION:

a) That east and westbound traffic on Sanatorium Road be required to stop at the intersections of West 22nd Street, West 24th Street, West 26th Street and West 32nd Street.

b) That the City Council recommend to the Regional Council that a traffic signal not be installed at the intersection of Sanatorium Road and Garth Street at this time; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The section of Sanatorium Road between Rice Avenue and Garth Street has, for many years, carried substantial volumes of through traffic through the residential neighbourhood. At one time, Sanatorium Road extended easterly to connect with Mohawk Road, and to attempt to divert traffic to Mohawk Road, the connection to Mohawk Road was closed in 1971. This was successful in reducing the volume of traffic on the section east of Garth

Street from 6,000 vehicles per day to approximately 800 vehicles per day at the present time. However, the section between Rice Avenue and Garth Street continues to carry relatively heavy volumes of traffic, in the order of 3,000 vehicles per day, and more than two-thirds of this traffic is through traffic rather than local traffic.

The present situation has created a problem at the intersection of Sanatorium Road and Garth Street, related to an unfavourable collision rate and considerable congestion at certain times. A present proposal to widen the west leg of this intersection to allow the bus movements to occur without driving over sidewalks and conflicting with each other, has raised the issue of whether or not a traffic signal should be installed at this location. Operation of a traffic signal would, in effect, increase the capacity of Sanatorium Road to handle through traffic and thereby divert additional volumes of through traffic to this residential street. The imminent development of the retirement village at Rice Avenue and Chedmac Drive, and the future development of the arena in this location, will compound these problems substantially. A further problem is that the intersection of Sanatorium Road and Garth Street is an extremely poor location for operating a traffic signal within the signal system, since because of the spacing relative to existing traffic signals on Garth Street, proper coordination of the traffic signals for progressive traffic flow is mathematically impossible.

An alternative to promoting additional through traffic on Sanatorium is to attempt to reduce the volume of traffic and revert to the street to serving the function of a local residential street, rather than a through arterial route. This could be achieved to some degree by installing stop signs at regular intervals in the area between Rice Avenue and Garth Street. At the present time, the only stop signs on Sanatorium Road are at Rice Avenue, Upper Paradise Road and Garth Street. Normal treatment for a local residential street would be to erect stop signs at approximately two block intervals to provide for traffic control and to deter through traffic movements, and such a treatment would allow the erection of additional stop signs at West 22nd Street, West 24th Street, West 26th Street and West 32nd Street. These additional four stop sign locations in addition to the three existing locations would be sufficient to deter a significant amount of the through traffic from using this route, and to divert the through traffic movements to Mohawk Road and to Scenic Drive, which are both Regional arterial roads. In the interest of preservation of neighbourhood amenities, the erection of stop signs is recommended rather than the installation of a traffic signal at the intersection of Sanatorium Road and Garth Street.

This proposal has been approved in principle by Alderman Tom Murray, who has received complaints from residents about the volume of traffic on Sanatorium Road.

7.1 ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 5

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Oak Avenue and Birge Street - Intersection Control. (TEC-112-91)

RECOMMENDATION:

a) That northbound traffic on Oak Avenue be required to stop for eastbound and westbound traffic on Birge Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

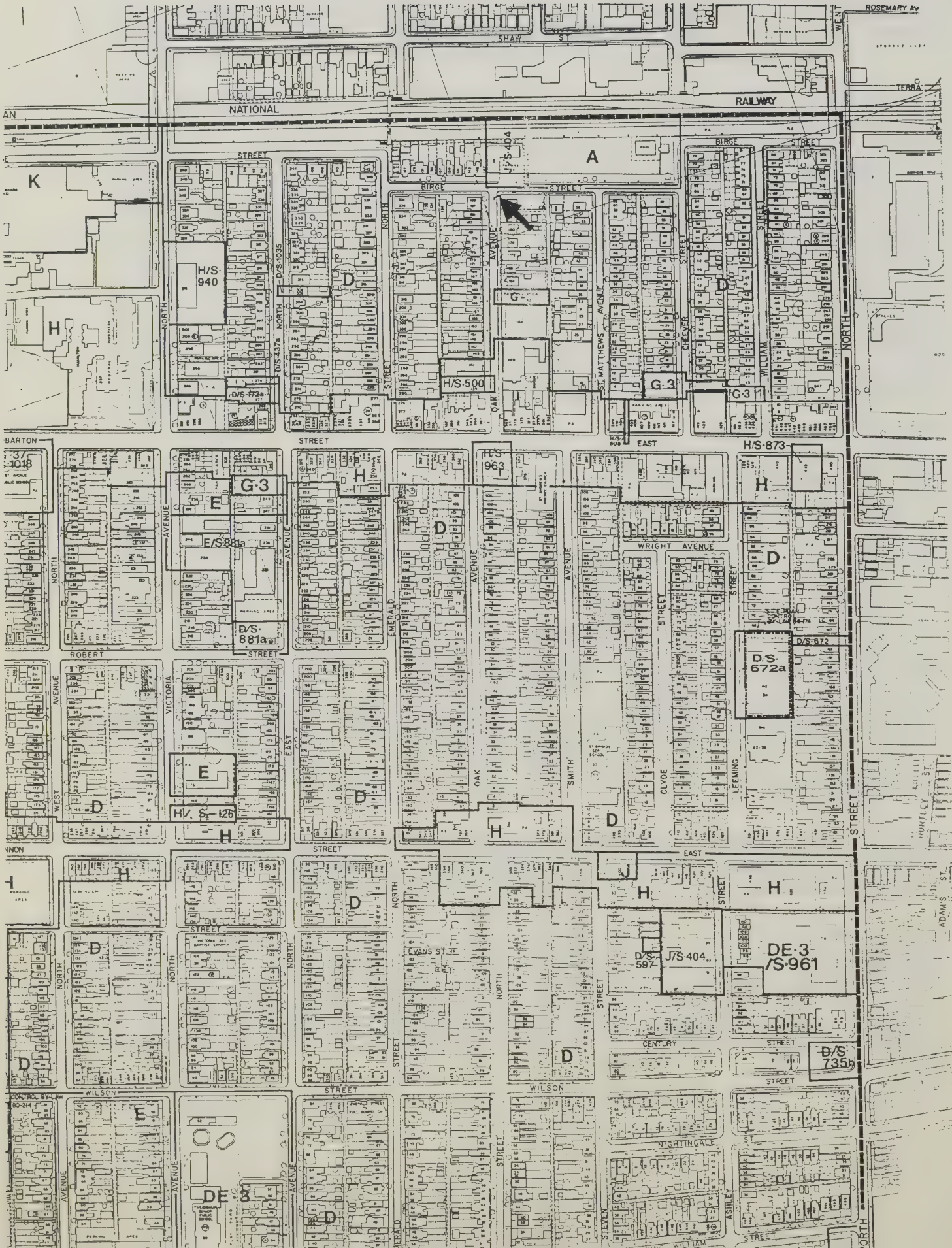
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Drury recently advised of concerns by area residents regarding the speed of traffic on Birge between Emerald and Cheever, and requested an investigation into the feasibility of erecting one or more stop signs on this section of street.

The intersections of Birge and Oak and Birge and St. Matthews are "T" type intersections, and presently, northbound traffic on Oak and St. Matthews is required to yield and stop respectively for eastbound and westbound traffic on Birge. These intersections do not warrant three-way stop control. However, one recommendation that staff would make is to replace the existing yield sign with a stop sign at the stem of the "T" shaped intersection of Oak and Birge.


NATIONAL
RAILWAY
SHAW ST
ROSEMARY AV
TERRA
BIRGE STREET
STREET
NORTH
AVENUE
H/S 940
D/S 1035
D/S 437a
D/S 472a
H/S 500
H/S 504
H/S 873
H/S 963
G-3
E/S 881a
D/S 881a
D/S 672
D/S 672a
H/S 126
D/S 597
J/S 404
DE-3 /S 961
D/S 735b
DE-3
BARTON
ROBERT
WRIGHT AVENUE
EVANS ST
WILSON
CENTURY
NIGHTINGALE
ADAMS ST
HUNTLEY ST
EAST
WEST
OAK
EMERALD
SMITH
CLYDE
LEEMING
CHEVER
WILLIAM
ST MATTHEWS
VICTORIA
STEVEN
ASHLEY

7.1 iii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 13

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Northgate Drive and Moxley Drive - Intersection Control. (TEC-122-91)

RECOMMENDATION:

a) That eastbound traffic on Northgate Drive be required to stop for northbound and southbound traffic on Moxley Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

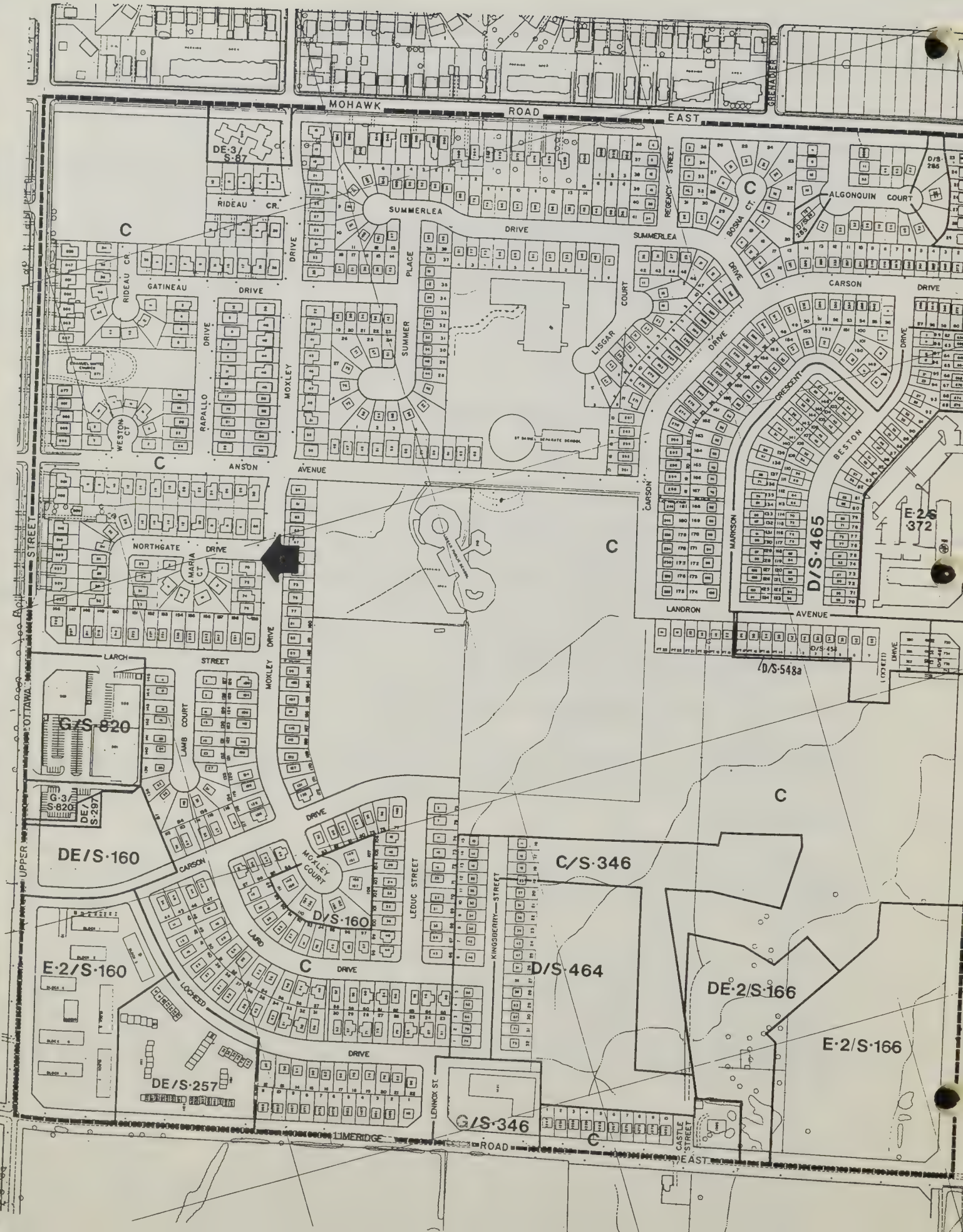
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter from Mrs. Roberta Harvey, No. 24 Northgate Drive, requesting that eastbound stop control be implemented at the intersection of Northgate and Moxley.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last seven years. This is a very good collision record for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department concurs with the request for a stop sign on the stem of this "T" type intersection.


MOHAWK ROAD EAST
GRENADIER DR
DE·3 S·87
RIDEAU CR.
SUMMERLEA DRIVE
REGENCY STREET
BOSNA CT.
ALGONQUIN COURT
D/S·285
CARSON DRIVE
GATINEAU DRIVE
WESTON CT.
RAPALLO DRIVE
MOXLEY DRIVE
SUMMER PLACE
LISGAR COURT
ANSON AVENUE
ST. DANIEL SEPARATE SCHOOL
CRESCENT
BESTON DRIVE
MARKSON DRIVE
D/S·465
E·2/S·372
LANDRON AVENUE
D/S·454
D/S·548a
NORTHGATE DRIVE
MARIA CT.
LARCH STREET
LAMB COURT
G/S·820
G·3/S·820
DE/S·297
DE/S·160
MOXLEY COURT
D/S·160
LEDUC STREET
KINGSDERRY STREET
C/S·346
D/S·464
DE·2/S·166
E·2/S·166
E·2/S·160
LOCKHEED DRIVE
DE/S·257
G/S·346
LENNOX ST.
CASTLE STREET
MERIVALE ROAD EAST
UPPER OTTAWA STREET
C

7.1 iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 28

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Dundonald Avenue and Erindale Avenue and Montrose Avenue and Aberfoyle Avenue - Intersection Control. [TEC-140-91]

RECOMMENDATION:

a) That four-way stop control be implemented at the intersection of Dundonald Avenue and Erindale Avenue; and

b) That northbound traffic on Aberfoyle Avenue be required to stop for eastbound and westbound traffic on Montrose Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has requested that four-way stop control be implemented at the intersection of Dundonald and Erindale and that stop control be implemented at the intersection of Montrose and Aberfoyle.

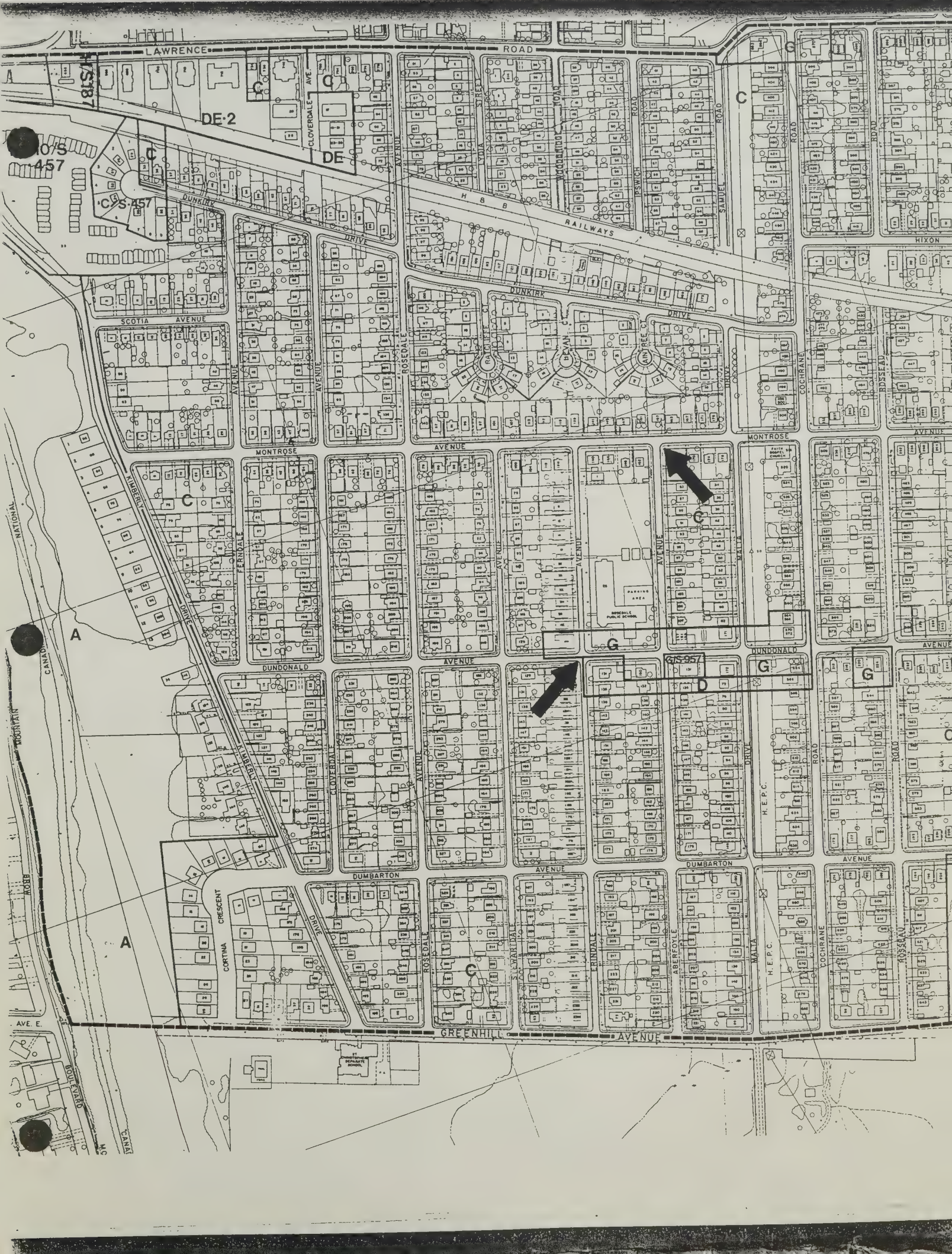
Intersection of Dundonald and Erindale

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Dundonald is required to stop for northbound and southbound traffic on Erindale. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. Thus, the intersection is operating safely.

Notwithstanding, an investigation has revealed that the subject intersection meets at least one of the criteria respecting the use of all-way stop control due to its proximity to Rosedale Public School. Therefore, the Traffic concurs with the request.

Intersection of Aberfoyle and Montrose

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. Thus, the intersection is operating safely. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Aberfoyle would be required to stop for eastbound and westbound traffic on Montrose.


LAWRENCE ROAD
DE-2
DE
C
C-S-457
H S 87
10/S 457
DUNKIRK DRIVE
H B RAILWAYS
SCOTIA AVENUE
MONTROSE AVENUE
DUNDONALD AVENUE
DUMBARTON AVENUE
GREENHILL AVENUE
ROSEDALE DRIVE
CLOVERDALE AVENUE
KIMBERLEY DRIVE
CORTINA CRESCENT
CANADIAN NATIONAL
MOUNTAIN
CANAL
BOULEVARD
AVE. E.
G/S-957
D
G
A
C
DE
PARKING AREA
ROSEDALE PUBLIC SCHOOL
H.E.P.C.
MAIN
ROSSEAU ROAD
COCHRANE DRIVE
ABERFOYLE
ERINDALE
IVY GREEN CRESCENT
BRYAN
FAIRGLEN
IVY TREE CT.
HIXON

7.1 v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Kentley Drive and Nugent Drive - Intersection Control. [TEC-144-91]

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Kentley Drive and Nugent Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

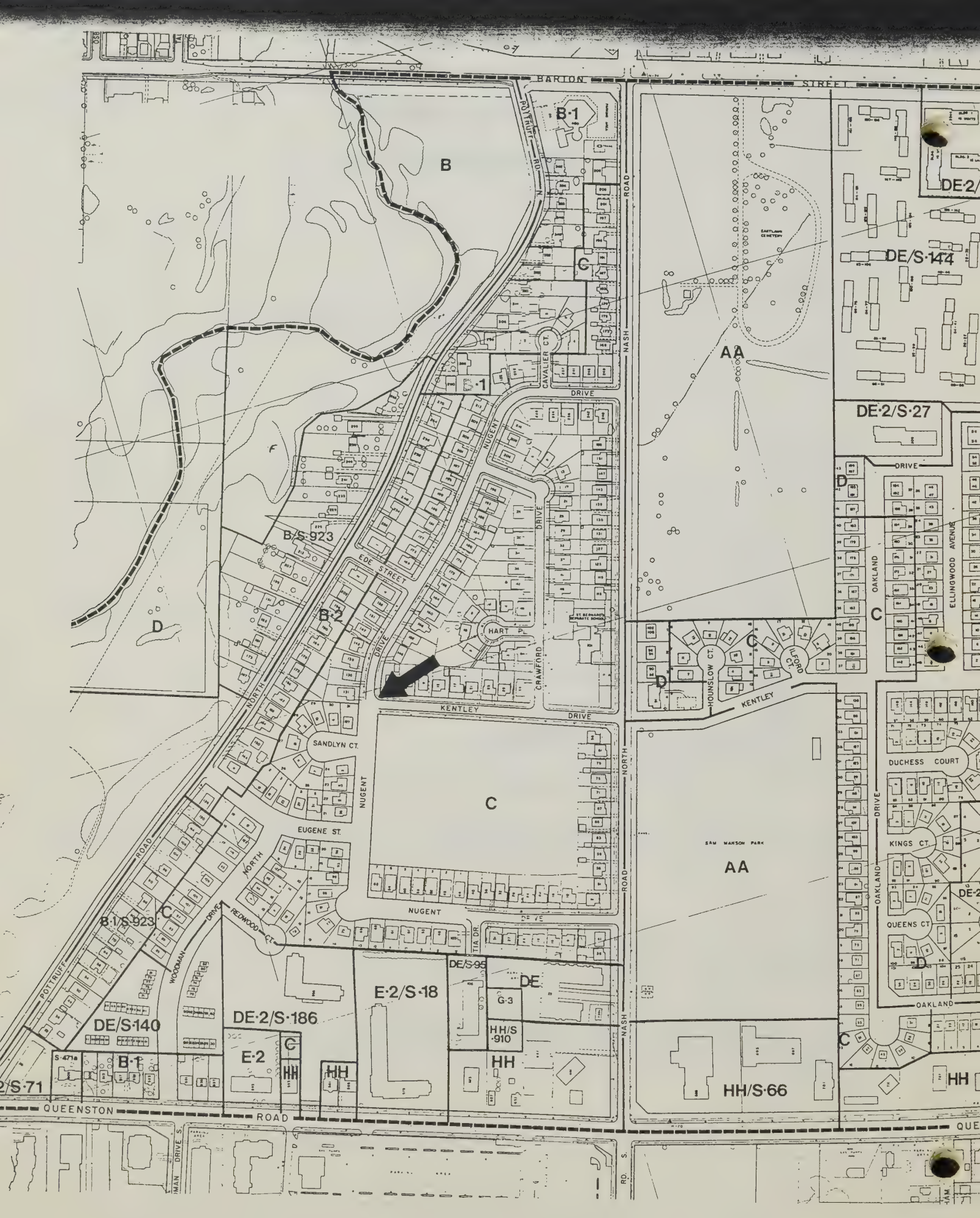
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of requests that three-way stop control be implemented at the intersection of Kentley and Nugent.

The Traffic Department has concluded that the subject intersection meets at least one of the criteria respecting the use of all-way stop control because it is an intersection of two neighbourhood collector streets. Therefore, the Traffic Department concurs with the request.


BARTON STREET
B
B-1
C
D-1
AA
DE-2/S-27
DE/S-144
B-S-923
B-2
D
C
AA
C
C
C
C
C
B-1/S-923
E-2/S-18
DE/S-95
DE
G-3
HH/S-910
HH
DE/S-140
DE-2/S-186
E-2
HH
HH
HH/S-66
HH
S-471a
B-1
2/S-71
QUEENSTON ROAD
QUE
POTTRUFF ROAD
NORTH
NUGENT DRIVE
CAVALIER CT.
NASH ROAD
EDE STREET
HART PL.
CRAWFORD DRIVE
KENTLEY DRIVE
SANDLYN CT.
EUGENE ST.
REDWOOD CT.
TIA DR.
WOODMAN DRIVE
HOUNSLOW CT.
ILFORD CT.
OAKLAND DRIVE
ELLINGWOOD AVENUE
DUCHESS COURT
KINGS CT.
QUEENS CT.
SAM MANSON PARK
ST. BERNARD'S SEPARATE SCHOOL

7.2 i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 21

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Dunn Avenue, north of Brampton Street - Parking Regulations. [TEC-57-91]

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the west side of Dunn Avenue commencing at Brampton Street and extending to a point 75 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

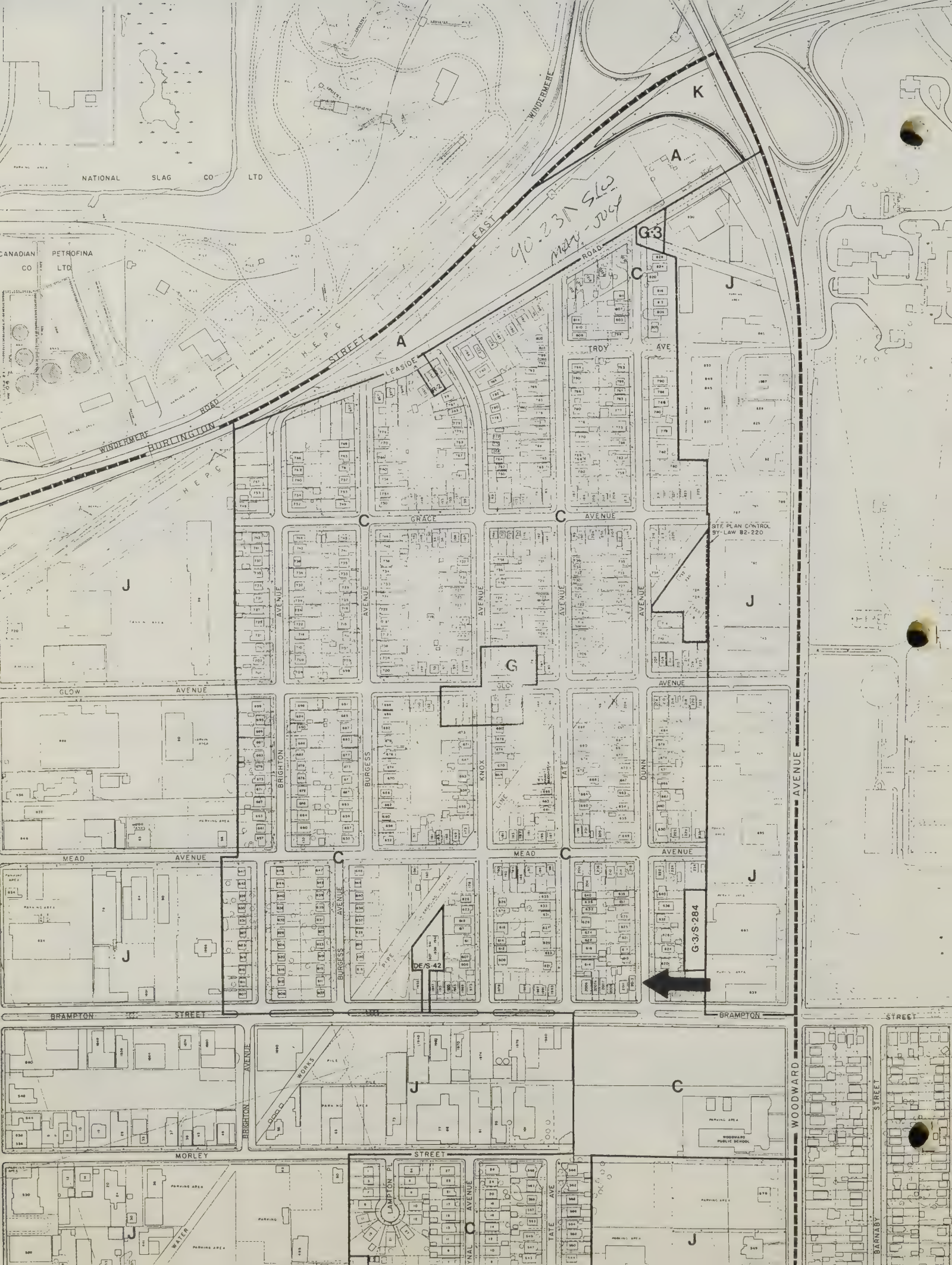
BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway, that the existing "No Stopping" regulation on the west side of Dunn, north of Brampton be extended to facilitate bus turning movements.

Dunn has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

An investigation has revealed that, because of the narrow pavement width, bus turning movements are obstructed. Therefore, the Traffic Department concurs with the request.

The implementation of the proposed regulation would result in a loss of one legal on-street parking space. However, the abutting resident has advised that she supports the proposed regulation and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


NATIONAL SLAG CO LTD
CANADIAN PETROFINA CO LTD
WINDERMERE ROAD
BURLINGTON STREET EAST
H.E.P.C.
LEASIDE
TROY AVE
GRACE AVENUE
GLOW AVENUE
MEAD AVENUE
BRAMPTON STREET
MORLEY STREET
BRIGHTON AVENUE
BURGESS AVENUE
KNOX LANE
TATE AVENUE
DUNN AVENUE
WOODWARD AVENUE
BARNABY STREET
LAMPTON PL
WATER
WORKS
PIPE
SITE PLAN CONTROL BY-LAW 82-220
G-3/S-284
DE/S-42
G-3
K
A
C
J
G

7.2 iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 12

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Maplewood Avenue between Lorne Avenue and Norway Avenue - Parking Regulations. [TEC-118-91]

RECOMMENDATION:

a) That a "Two Hour Parking Time Limit, 7:00 a.m. to 9:00 p.m., seven days a week" regulation be implemented on the south side of Maplewood Avenue between Lorne Avenue and Norway Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

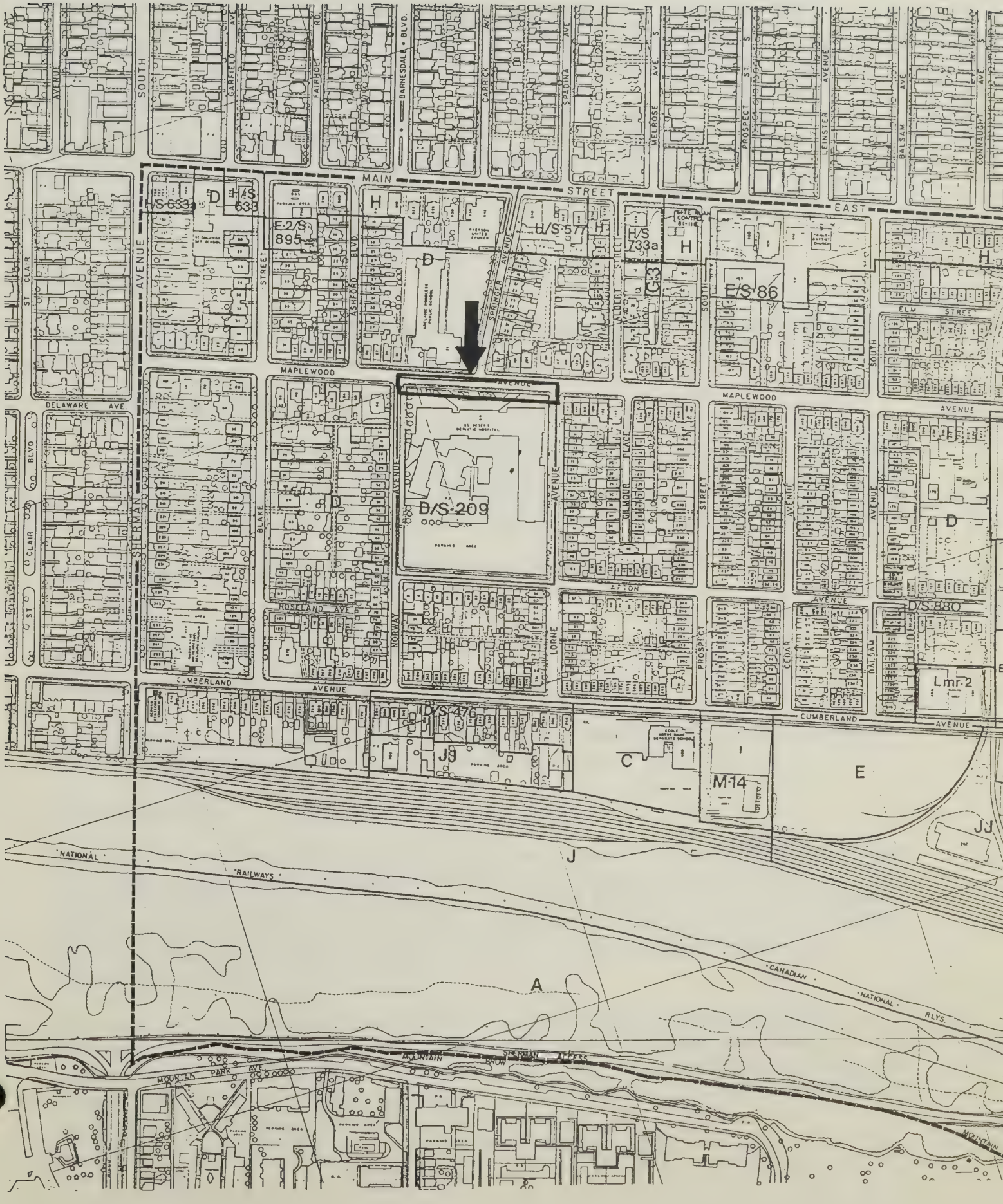
BACKGROUND:

The Traffic Department has received a request from Ms. Judith Meeks, President of St. Peter's Hospital, on behalf of Mr. Francis Brandow, 16 King Street West in Stoney Creek, that a parking area on the south side of Maplewood in front of St. Peter's Hospital be designated "Physically Challenged Only" to provide a convenient parking area for handicapped persons wishing to visit family and friends who are patients at the Hospital.

Although there is off-street handicapped parking available in St. Peter's parking lot, Mr. Brandow would prefer to park in front of the Hospital because of the shorter walking distance. After speaking with Mr. Brandow, it was agreed that implementing a "Two Hour Parking Time Limit, 7:00 a.m. to 9:00 p.m., seven days a week" regulation on the south side

of Maplewood between Lorne and Norway, would assist him as well as other handicapped visitors with their parking difficulties since motorists with handicapped permits/plates are exempt from signed parking time limits. Other visitors to the Hospital would be allowed to park for up to two hours. Presently, there is unrestricted free parking in this area for approximately five vehicles.

Ms. Meeks has also advised that this proposal is satisfactory to her.


MAIN STREET EAST
H/S 633
H/S 633
E/S 895
H/S 577
H/S 733a
E/S 86
MAPLEWOOD AVENUE
DELAWARE AVE
D/S 209
D/S 880
D/S 476
Lmr 2
M-14
CUMBERLAND AVENUE
NATIONAL RAILWAYS
CANADIAN NATIONAL RLYS.
MOUNTAIN PARK AVE
MOUNTAIN BROW
SHERMAN ACCESS
SHERMAN AVENUE
ROSELAND AVE
ELM STREET
AFTON AVENUE
SPRINGER AVENUE
GILMOUR STREET
PROSPECT AVENUE
NORWAY AVENUE
BLAKE STREET
ASHFORD BLVD
BARNESDALE BLVD
ST CLAIR AVENUE
ST CLAIR BLVD
O ST
SOUTH GARFIELD AVE
FAIRHOLME RD
CARRICK AVE
SPADINA AVE
MELROSE AVE
PROSPECT ST
LEINSTER AVENUE
BALSAM AVE
CONNAUGHT AVE
CEDAR
BALSAM
LORNE
J
J9
C
E
JJ
A
C3

7.2 iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 35th Street between Bendamere Avenue and the south end - Parking Regulations. [TEC-124-91]

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation and "Alternate Side Parking" regulation on West 35th Street between Bendamere Avenue and the south end be replaced with a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

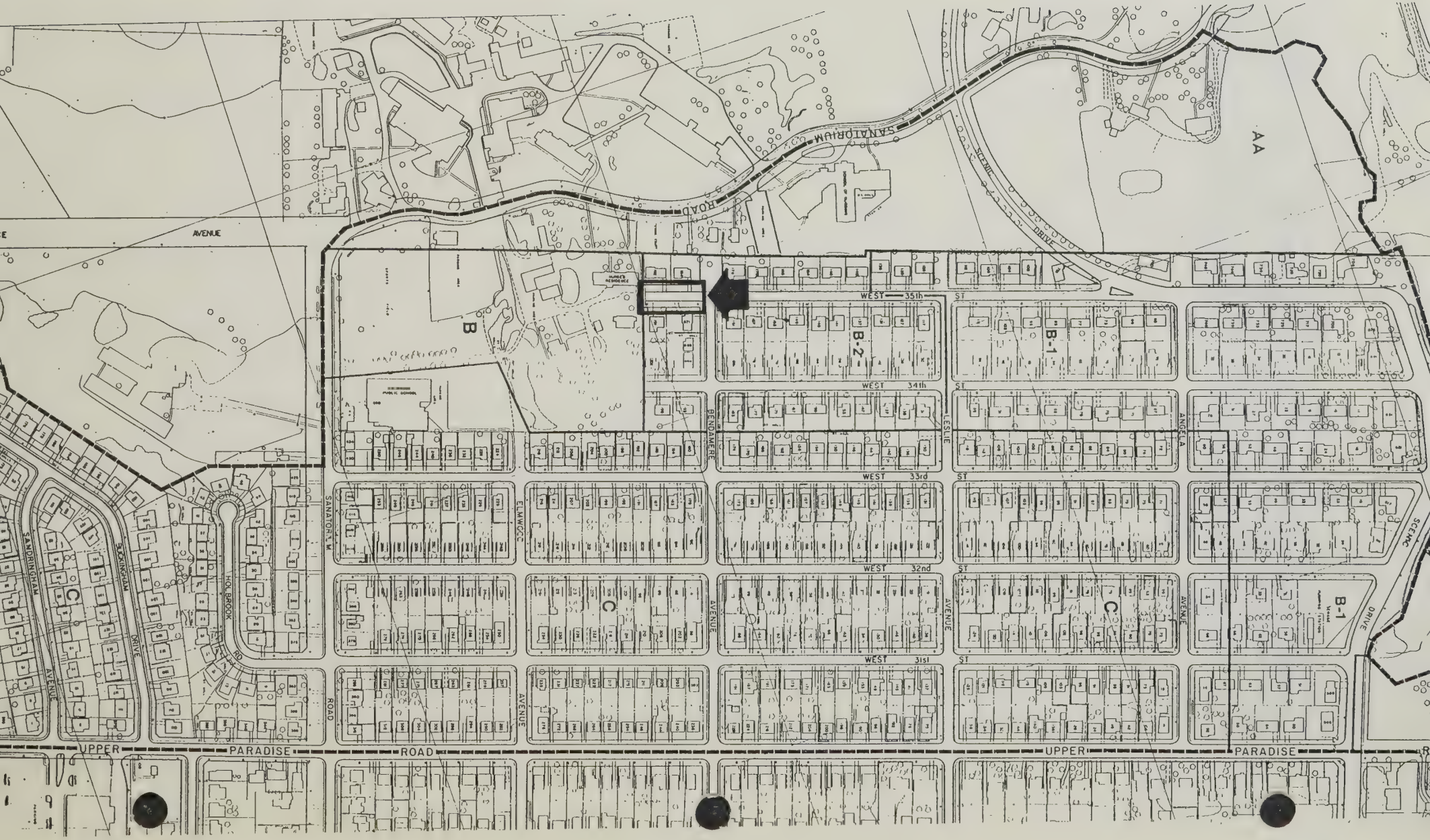
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a letter signed by all of the four abutting residents on West 35th between Bendamere and the south end requesting that the existing "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation and "Alternate Side Parking" regulation be replaced with a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street. All four residents are in favour of the requested changes.

In August of 1990, the parking regulations were changed from "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" on both sides to the present time limit and "Alternate Side Parking" regulation. The residents have stated that they are not happy with the present regulations and have requested that they be switched back to the way they were from approximately 1983 to August 1990.

The Traffic Department generally considers a parking prohibition on both sides of a local residential street to be over-restrictive and unnecessary. Also, parking on both sides of a narrow street such as this during evening hours and weekends might obstruct driveway movements. However, since all four residents of this dead end section of street are in favour of the requested regulation, the Traffic Department has no serious objection to this request.


SANATORIUM ROAD
SCENIC DRIVE
AA
B
B-2
B-1
C
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
BENDAMERE AVENUE
LESLIE AVENUE
ANGELA AVENUE
SCENIC DRIVE
SANATORIUM ROAD
ELMWOOD AVENUE
HOLBROOK RD
SANDRINGHAM AVENUE
SLOKINGHAM DRIVE
UPPER PARADISE ROAD
UPPER PARADISE

7.2 iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 17

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Colbourne Street between Severn Street and MacNab Street - Parking Regulations. [TEC-129-91]

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Colbourne Street between MacNab Street and Severn Street be shortened such that the regulation commences at a point 94 feet east of MacNab Street and extends to Severn Street; and

b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Colbourne Street commencing at MacNab Street and extending to a point 94 feet easterly therefrom; and

c) That the maximum number of permits to be issued to residents of Colbourne Street between MacNab and Severn Streets be reduced from six to three; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

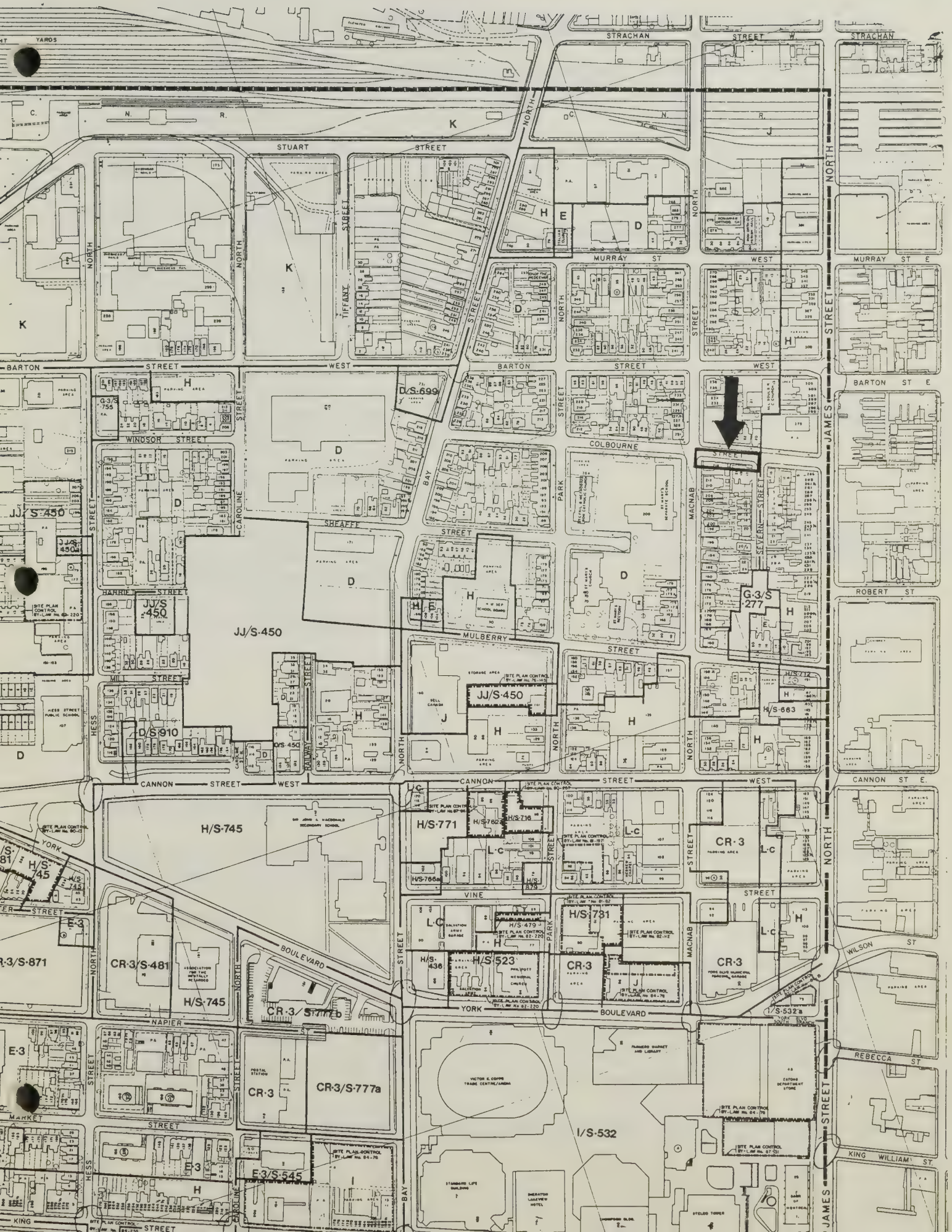
BACKGROUND:

Alderman Vince Agro has advised of requests from residents of MacNab Street that parking be permitted on both sides of the street or that "special permission permits" be issued to the residents of MacNab which would allow them to park on Colbourne in the signed "Permit Parking" area.

MacNab has a 28 foot pavement width, and presently, parking is prohibited on the west side of the street between Cannon and Colbourne and there is a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the east side of the street between Cannon and Mulberry, and a "Half Hour Parking Time Limit, 24 hours a day, Monday to Saturday" regulation on the east side of the street between Mulberry and Colbourne.

The Traffic Department supports the principle of prohibiting parking on one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, the Traffic Department does not support the request to allow parking on both sides of MacNab between Cannon and Colbourne.

Notwithstanding, there is a "Permit Parking" regulation on the south side of Colbourne between MacNab and Severn which was implemented in March of this year. Of the six permits available, to date only one has been issued. Therefore, it is our recommendation to shorten this "Permit Parking" regulation by three parking spaces and to implement a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in its place. The residents on MacNab would then be eligible to purchase time limit exemption permits which would exempt them from the signed parking time limit on Colbourne without inconveniencing the residents of Colbourne Street.


STRACHAN
STUART
STREET
NORTH
MURRAY ST
WEST
MURRAY ST E
BARTON
BARTON ST E
WINDSOR STREET
COLBOURNE
SHEAFFE
HARRIET
MULBERRY
MILL
ROBERT ST
CANNON
CANNON ST E
VINE
YORK
BOULEVARD
NAPIER
WILSON ST
REBECCA ST
KING WILLIAM ST
KING
MARKET
TIFFANY
BAY
PARK
CAROLINE
HESS
MACNAB
JAMES
SEVERN
RAILWAY
D/S-699
JJ/S-450
H/S-745
CR-3/S-481
CR-3/S-777a
E-3/S-545
D/S-910
G-3/S-277
H/S-712
H/S-663
H/S-771
H/S-762
H/S-716
H/S-766a
H/S-781
H/S-479
H/S-436
H/S-523
I/S-532
CR-3
L-C
E-3
H
D
J
K

7.2 v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 24

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Mount Albion Road between Kingswood and Glencastle Drives - parking regulations. (TEC-132-91)

RECOMMENDATION:

a) That parking be permitted on the west of Mount Albion Road between Kingswood Drive and a point 165 feet south of Glencastle Drive between the hours of 7:00 a.m. and 2:00 a.m. on Saturdays and Sundays; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

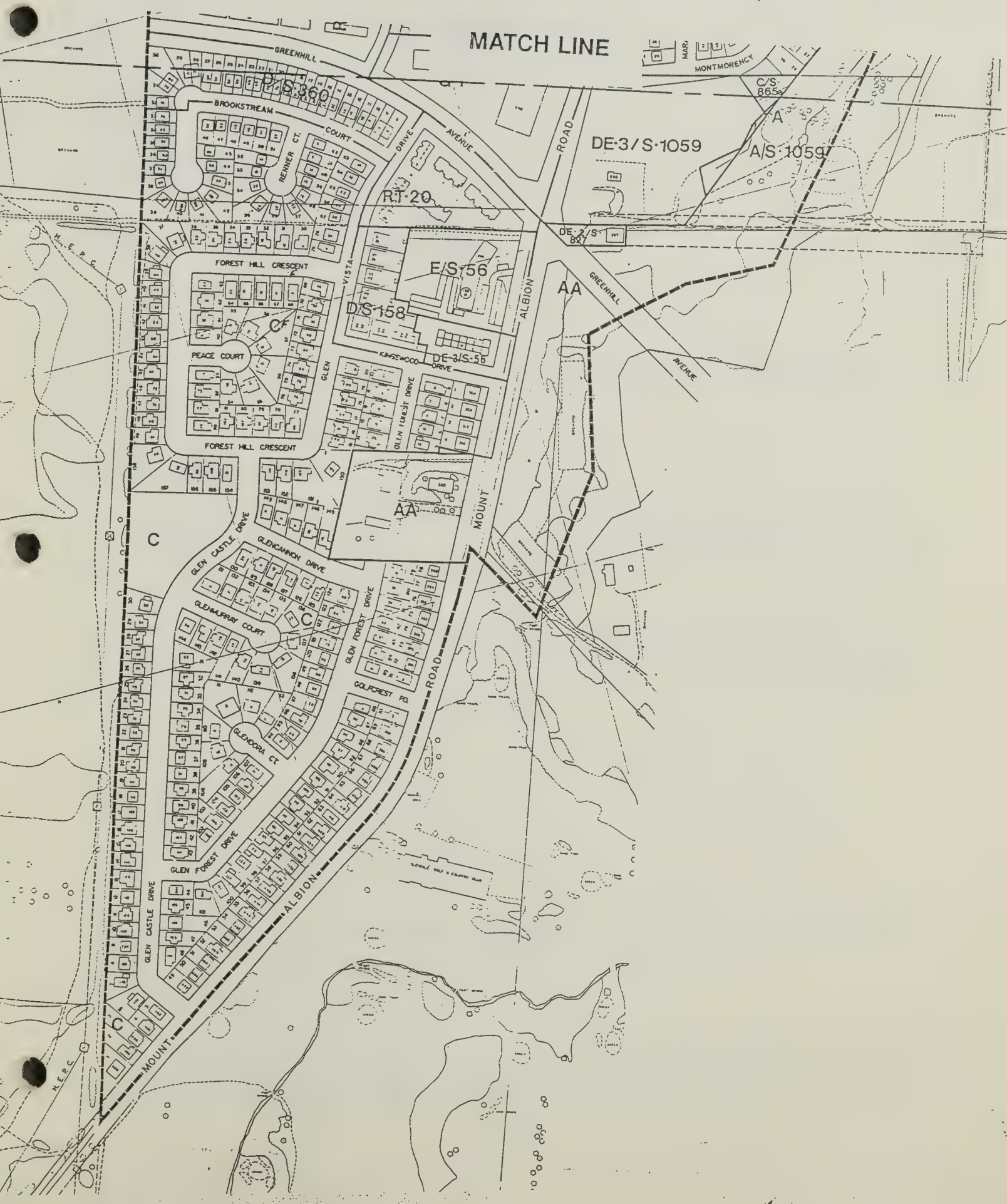
BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to report to the Transport and Environment Committee respecting the possibility of allowing parking on the west side of Mount Albion Road between Kingwood Drive and Glencastle Drive throughout the day on Saturdays and Sundays. Parking is presently prohibited between the hours of 2:00 a.m. and 7:00 a.m. because Mount Albion Road is a "through street" and also, parking is prohibited from 7:00 a.m. to 6:00 p.m. each day and allowed after 6:00 p.m.

Mount Albion Road is a mountain access route and as such, the primary function is the

movement of vehicular traffic. However, in 1989, the Transport and Environment Committee approved a recommendation to allow parking from 6:00 p.m. to 2:00 a.m. each day because Mount Albion is only a two lane roadway to the north and south of the area in question such that parking on the west side of the street does not create any undue hazard to traffic movement.

The Traffic Department also supports Alderman Agostino's request to allow parking during the day on Saturdays and Sundays.


MATCH LINE
GREENHILL
AVENUE
D/S·360
BROOKSTREAM
COURT
DRIVE
RENNER CT.
R1·20
ROAD
DE·3/S·1059
A/S·1059
MONTMORENCY
C/S 865a
A
DE·2/S 827
E/S·56
D/S·158
VISTA
FOREST HILL CRESCENT
CF
PEACE COURT
GLEN
KINGSWOOD DRIVE
DE·3/S·56
GLEN FOREST DRIVE
ALBION
MOUNT
AA
GREENHILL
AVENUE
C
GLEN CASTLE DRIVE
GLENCANNON DRIVE
GLENMURRAY COURT
GOLFCREST RD.
GLENDORA CT.
ROAD
M.E.P.C.

7.2 vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 8

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 34th Street between Bendamere Avenue and Leslie Avenue - Parking Regulations. [TEC-138-91]

RECOMMENDATION:

a) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the west side of West 34 Street from Bendamere Avenue to a point 333 feet northerly therefrom be extended such that the regulation extends to a point 456 feet north of Bendamere; and

b) That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the east side of West 34 Street from Bendamere Avenue to a point 330 feet northerly therefrom be extended such that the regulation extends to a point 463 feet north of Bendamere; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

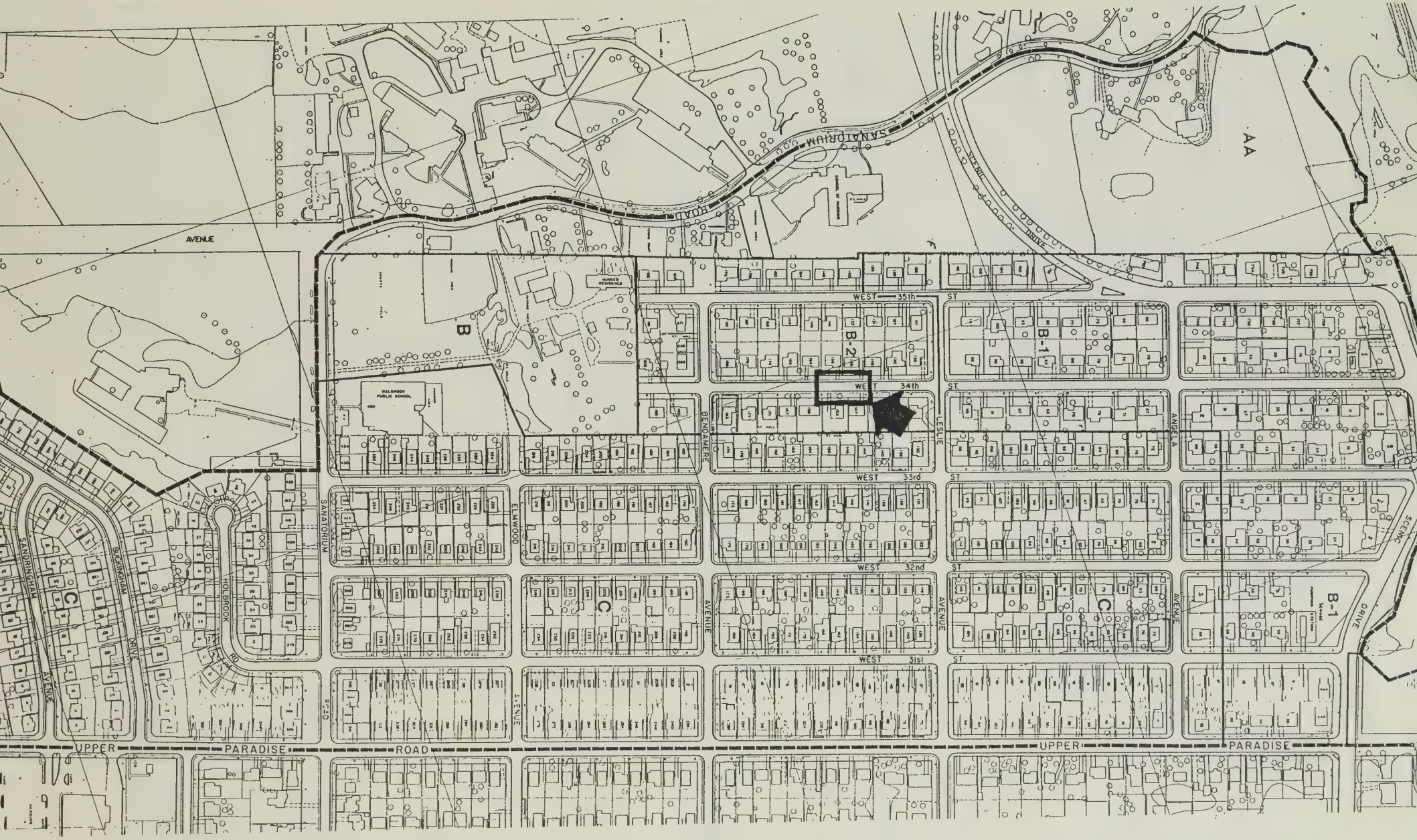
Sufficient funds are provided in the 1991 Traffic Department budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request by Mr. Willi Wald, 156 West 34th Street, and two of his neighbours, that the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday", regulation in the southerly portion of the block be extended

to include the frontages of their properties. Staff have contacted two additional residents by telephone, and they have indicated their support for this proposal.

Presently, this portion of the street has unrestricted parking and there is a two hour parking time limit on the southerly section of the block. The implementation of the proposed regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year per permit which would exempt their vehicles from the signed parking time limit. Therefore, since 75 percent of the abutting residents in this portion of the block are in favour of the requested regulation, the Traffic Department concurs with the request.


AVENUE
SANATORIUM ROAD
SCENIC DRIVE
AA
B
B-2
B-1
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
HALBROOK PUBLIC SCHOOL
BENDAMERE AVENUE
LESLIE AVENUE
ANGELA AVENUE
SANATORIUM AVENUE
ELMWOOD AVENUE
C
SANDRINGHAM AVENUE
BUCKINGHAM DRIVE
HOLBROOK ROAD
UPPER PARADISE ROAD
UPPER PARADISE

7.2 vi

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 21

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Jackson Street East between Catharine Street and Walnut Street - Parking Meters. [TEC-128-91]

RECOMMENDATION:

a) That the existing one hour parking time limit in the meters on the north side of Jackson Street East between Catharine Street and Walnut Street be replaced with a two hour parking time limit; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

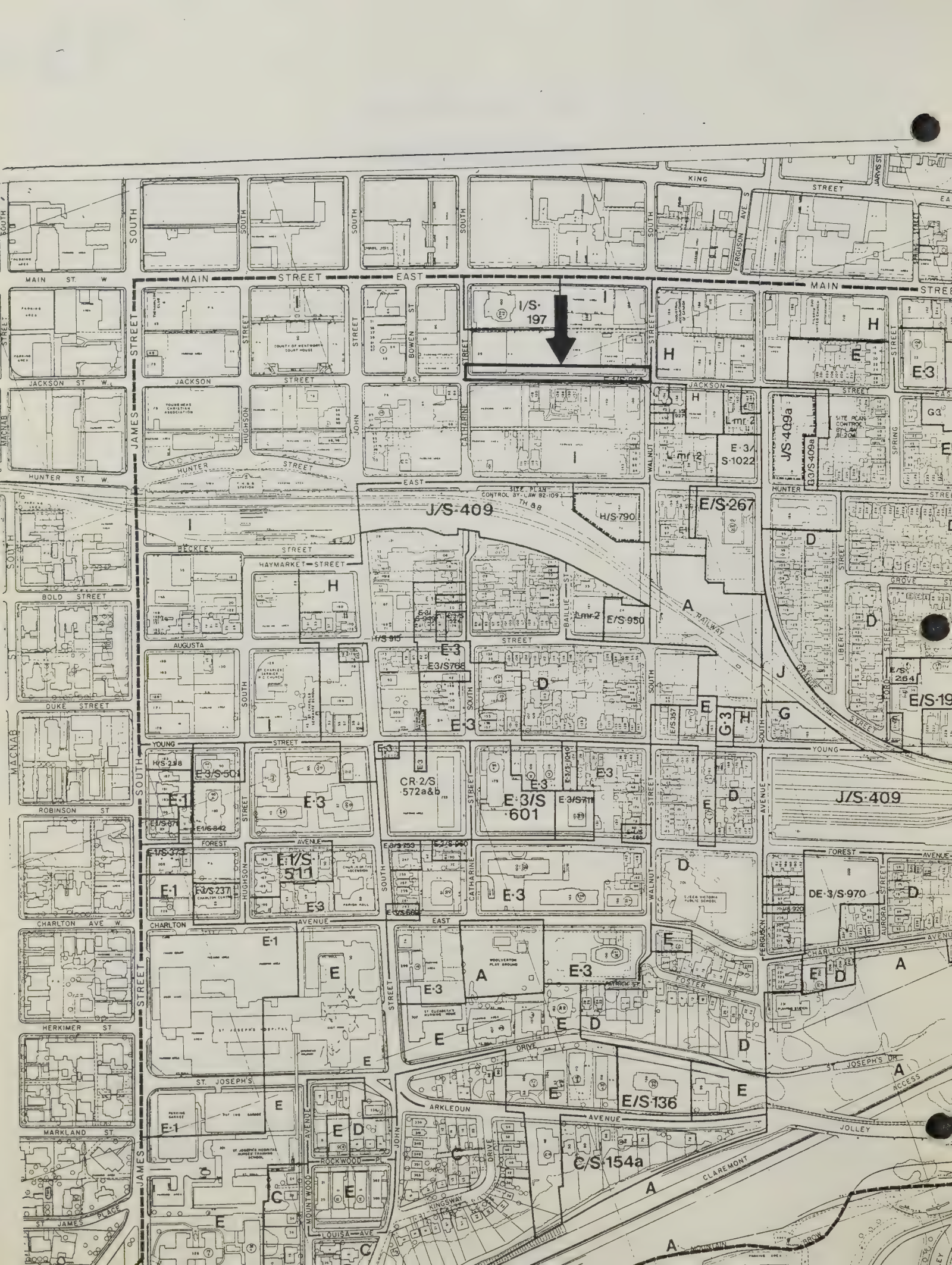
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of altering the existing meters.

BACKGROUND:

Alderman Bill McCulloch has advised of a request from the proprietor of Expose in Hair, 130 Jackson Street East, that the existing one hour metered parking spaces on the north side of Jackson between Catharine and Walnut be changed to two hour metered parking spaces since his clients require more than an hour to conduct their business.

Jackson has a 28 foot pavement width, and presently, parking is prohibited on the south side and there are one hour parking meters on the north side of the street in this block.

A review of the land uses in this block has revealed that two hour parking meters would be more appropriate for the type of businesses. Therefore, the Traffic Department concurs with the request.


MAIN STREET EAST
I/S 197
J/S-409
E/S-267
E/S-950
H/S-790
E3/S768
E-3/S 601
CR-2/S 572a&b
I/S 511
E/S-136
C/S-154a
DE-3/S-970
J/S-409a
E3/S-409a
E-3/S-1022
E/S 264
E/S-19
H/S 915
H/S 238
E-3/S-503
E1/S 871
E1/S 842
E3/S 237
E3/S 373
E3/S 759
E3/S 760
E3/S 711
E/S 920
E/S 337
JAMES STREET SOUTH
JOHN STREET SOUTH
HUGHSON STREET SOUTH
CATHARINE STREET SOUTH
WALNUT STREET SOUTH
MACNAB STREET SOUTH
BAILLIE ST
BOWEN ST
FERGUSON AVE S
JARVIS ST
SPRING STREET
LIBERTY STREET
AURORA STREET
MOUNTWOOD AVENUE
ROCKWOOD PL
LOUISA AVE
KINGSWAY
CLAREMONT ACCESS
JOLLEY DRIVE
ST. JOSEPH'S DR
ARKLEDUN AVENUE
FOSTER ST
PATRICK ST
ST JAMES PLACE
MARKLAND ST
HERKIMER ST
CHARLTON AVE W
ROBINSON ST
DUKE STREET
BOLD STREET
MAIN ST W
JACKSON ST W
HUNTER ST W
KING STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
GROVE ST
RAILWAY
SITE PLAN CONTROL BY-LAW 82-109
SITE PLAN CONTROL BY-LAW 81-204
ST. JOSEPH'S HOSPITAL
ST. JOSEPH'S
WOOLVERTON PLAY GROUND
QUEEN VICTORIA PUBLIC SCHOOL
ST. CHARLES CATHOLIC CHURCH
COUNTY OF WENTWORTH COURT HOUSE
YOUNG MEN'S CHRISTIAN ASSOCIATION
CN R.R. STATION

7.2 viii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 24

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of East 22nd Street, north of Fennell Avenue - Wheelchair Loading Zone. [TEC-131-91]

RECOMMENDATION:

a) That the existing "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 6:30 p.m., 7 days a week" regulation on the east side of East 22nd Street commencing at a point 321 feet north of Fennell Avenue and extending to a point 25 feet northerly therefrom, be revised such that the regulation is in effect from 10:00 a.m. to 8:00 p.m., seven days a week; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

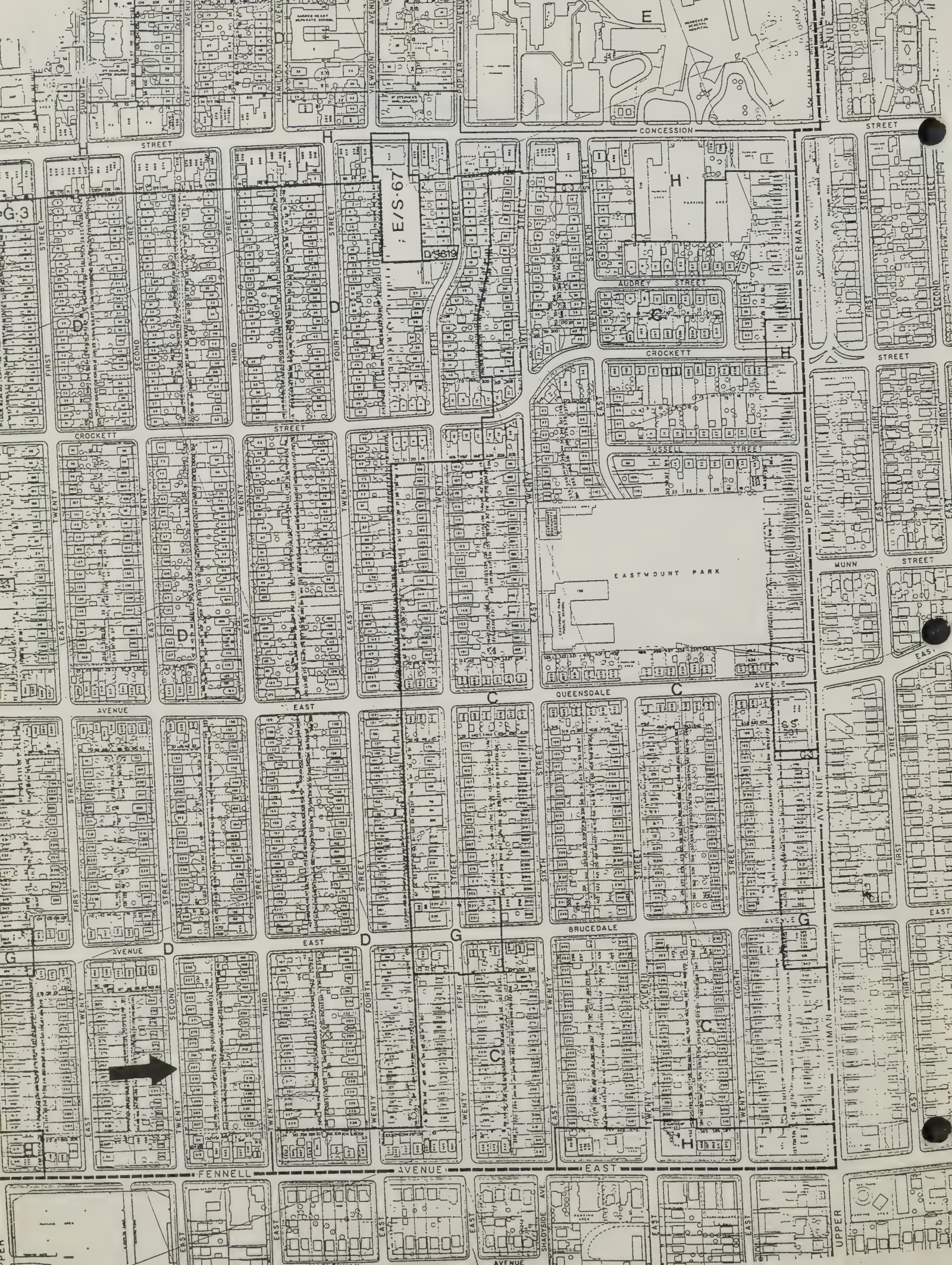
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of altering the subject signs.

BACKGROUND:

The Traffic Department has received a request form Mr. Jim Kane, 287 East 22nd Street, that the existing wheelchair loading zone in front of his home be revised such that the hours it is in effect are from 10:00 a.m. to 8:00 p.m., seven days a week.

Presently the hours of the loading zone are from 10:00 a.m. to 6:30 p.m. However, Mr. Kane has advised that the Darts vehicles are occasionally late and where he returns home, there are cars legally parked in the space reserved for wheelchair loading. Therefore, the Traffic Department concurs with the request.


CONCESSION STREET
E/S-67
D-3819
AUDREY STREET
CROCKETT STREET
RUSSELL STREET
EASTMOUNT PARK
QUEENSDALE AVENUE EAST
BRUCEDALE AVENUE EAST
FENNELL AVENUE EAST
SHERMAN AVENUE
UPPER SHERMAN AVENUE
MUNN STREET
SUMMIT AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
SHADYSIDE AVE
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
TWENTY FIRST STREET EAST
TWENTY SECOND STREET EAST
TWENTY THIRD STREET EAST
TWENTY FOURTH STREET EAST
TWENTY FIFTH STREET EAST
TWENTY SIXTH STREET EAST
TWENTY SEVENTH STREET EAST
TWENTY EIGHTH STREET EAST
TWENTY THIRD AVENUE EAST
G-3

7.3 i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 18

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of East 25th Street, south of Franklin Road - Corner Clearance. [TEC-126-91]

RECOMMENDATION:

a) That a "No Stopping", 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of East 25th Street commencing at Franklin Road and extending to a point 90 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

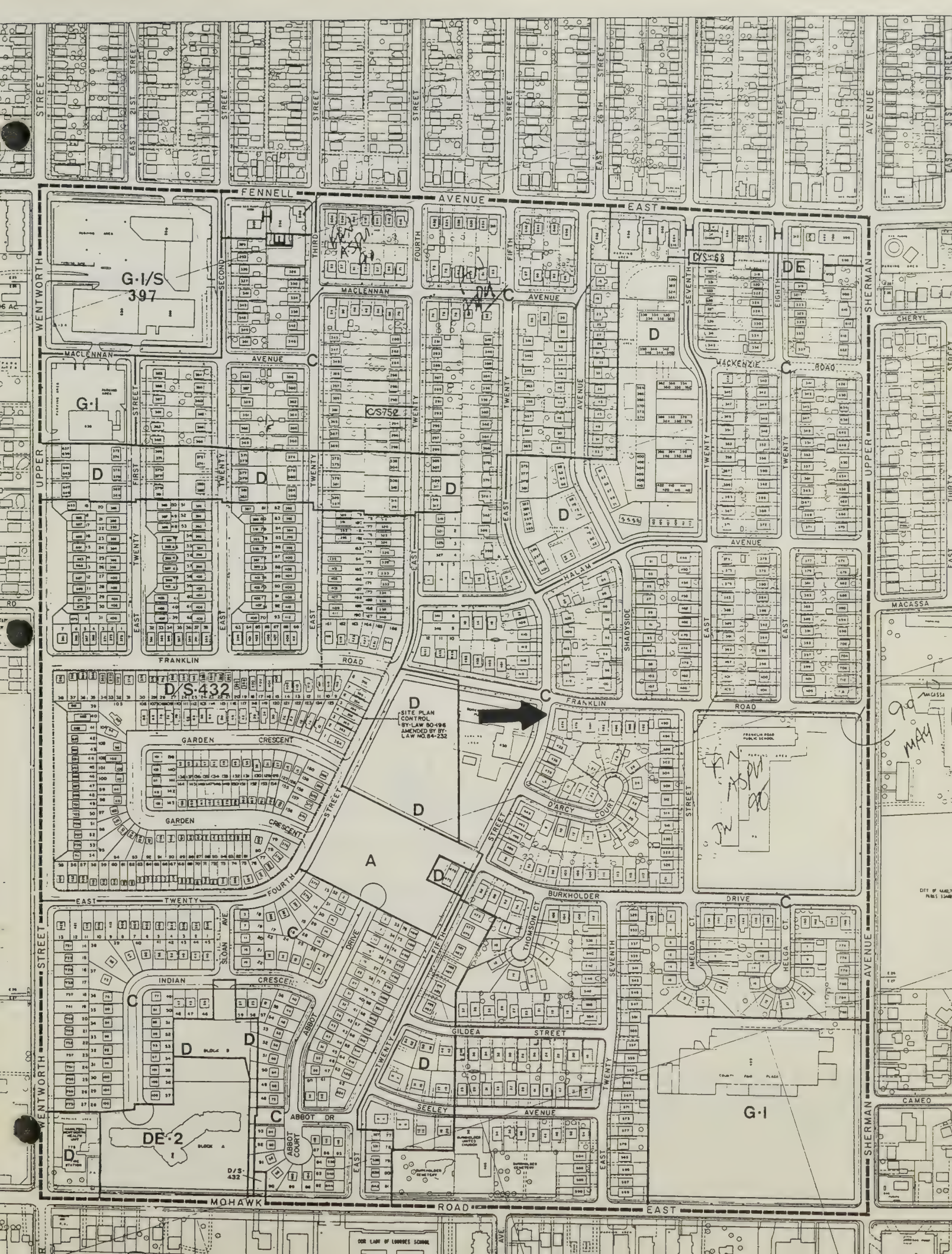
BACKGROUND:

An area resident has expressed concern that when parents are picking up and dropping off their children on the west side of East 25th adjacent to Burkholder Middle School and there are parked vehicles on the east side of the street, turning movements at the intersection of Franklin and East 25th are extremely difficult.

East 25th has a 28 foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side and unrestricted free parking on the east side of the street in this area.

The Traffic Department has confirmed that there is a need for a corner clearance at this location and the resident whose property abuts the area of the proposed regulation has advised that he supports the regulation provided that it is in effect during school hours only.

The implementation of a corner clearance on the east side of the street would result in a loss of three legal on-street parking spaces during the weekdays. However, parking would be permitted at all times on the east of the street for the remainder of the block and on the west side of the street after 6:00 p.m. and all day on Sundays. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.


FENNELL AVENUE EAST
WENTWORTH STREET
SHERMAN AVENUE
UPPER SHERMAN
G-I/S 397
G-I
MACLENNAN AVENUE
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SEVENTH STREET
EIGHTH STREET
MACKENZIE ROAD
CHERYL
MACASSA
CAMEO
CS-68
CS752
HALAM AVENUE
SHADYSIDE AVENUE
FRANKLIN ROAD
D/S-432
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
GARDEN CRESCENT
D'ARCY COURT
FRANKLIN ROAD PUBLIC SCHOOL
EAST TWENTY STREET
BURKHOLDER DRIVE
THOMSON CT.
IMELDA CT.
HELGA CT.
SLOAN AVE.
INDIAN CRESCENT
ABBOT DR
ABBOT COURT
GILDEA STREET
SEELEY AVENUE
DE-2
MOHAWK ROAD EAST
OUR LADY OF LOURDES SCHOOL

7.3(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Everest Street and Templemead Drive - corner clearances. (TEC-133-91)

RECOMMENDATION:

a) That stopping be prohibited on the east side of Templemead Drive from Everest Street to a point 82 feet northerly therefrom; and

b) That stopping be prohibited on the east side of Templemead Drive from Everest Street to a point 64 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

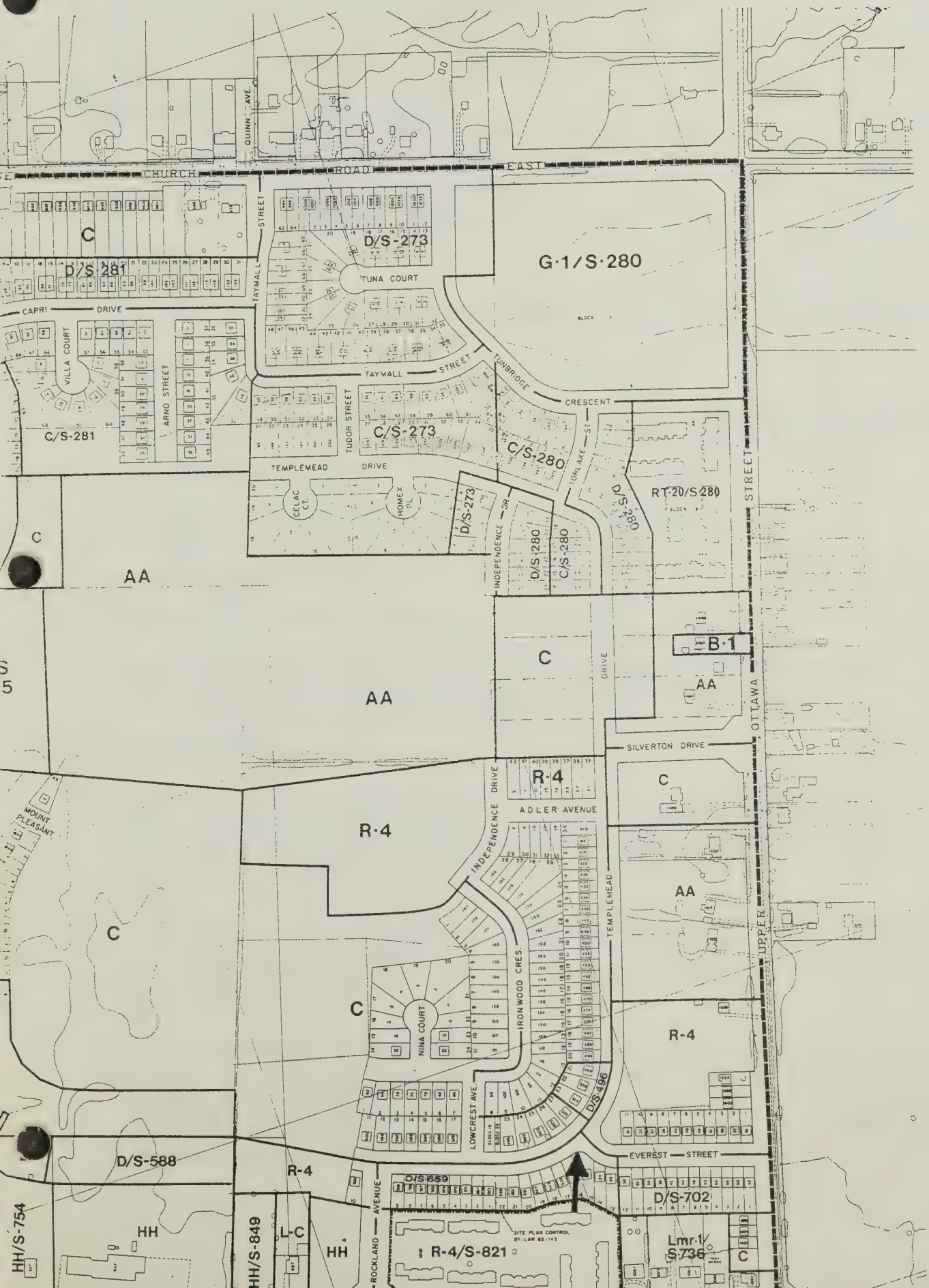
Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Stopping" signs.

BACKGROUND:

Alderman Vince Formosi recently asked the Traffic Department to investigate concerns respecting a visibility obstruction created by parked vehicles at the intersection of Templemead Drive and Everest Street.

An investigation has confirmed that visibility is obstructed by parked vehicles on the east side of Templemead Drive for westbound motorists on Everest Street attempting to enter the intersection. Therefore, the Traffic Department concurs that a corner clearance is required at this location.

The proposed corner clearances would result in a loss of approximately three legal on-street parking spaces. However, all of the abutting residents have off-street parking available and parking is allowed on both sides of the remainder of Templemead Drive such that the proposed corner clearances should not create any parking problems for area residents.


CHURCH
ROAD
EAST
QUINN AVE.
TAYMALL STREET
C
D/S-281
D/S-273
TUNA COURT
G-1/S-280
CAPRI
DRIVE
VILLA COURT
ARNO STREET
C/S-281
TAYMALL
STREET
TUNBRIDGE
CRESCENT
TUDOR STREET
C/S-273
C/S-280
TEMPLEMEAD
DRIVE
CELAC CT.
HOMEX PL.
D/S-273
INDEPENDENCE DR.
D/S-280
C/S-280
JOHNLAKE ST.
D/S-280
RT-20/S-280
STREET
C
AA
AA
C
DRIVE
B-1
AA
OTTAWA
SILVERTON DRIVE
R-4
ADLER AVENUE
INDEPENDENCE DRIVE
C
R-4
MOUNT PLEASANT
AA
C
TEMPLEMEAD
C
IRON WOOD CRES.
NINA COURT
R-4
LOWCREST AVE
D/S-496
D/S-588
R-4
EVEREST STREET
D/S-859
D/S-702
HH/S-754
HH
HH/S-849
L-C
HH
ROCKLAND AVENUE
R-4/S-821
SITE PLAN CONTROL BY-LAW 83-143
Lmr-1/S-736
C

7.3 iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 28

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Dallas Avenue, east of East 36th Street - Corner Clearance. [TEC-139-91]

RECOMMENDATION:

a) That a "No Stopping" corner clearance be implemented on the north side of Dallas Avenue commencing at East 36th Street and extending to a point 49 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

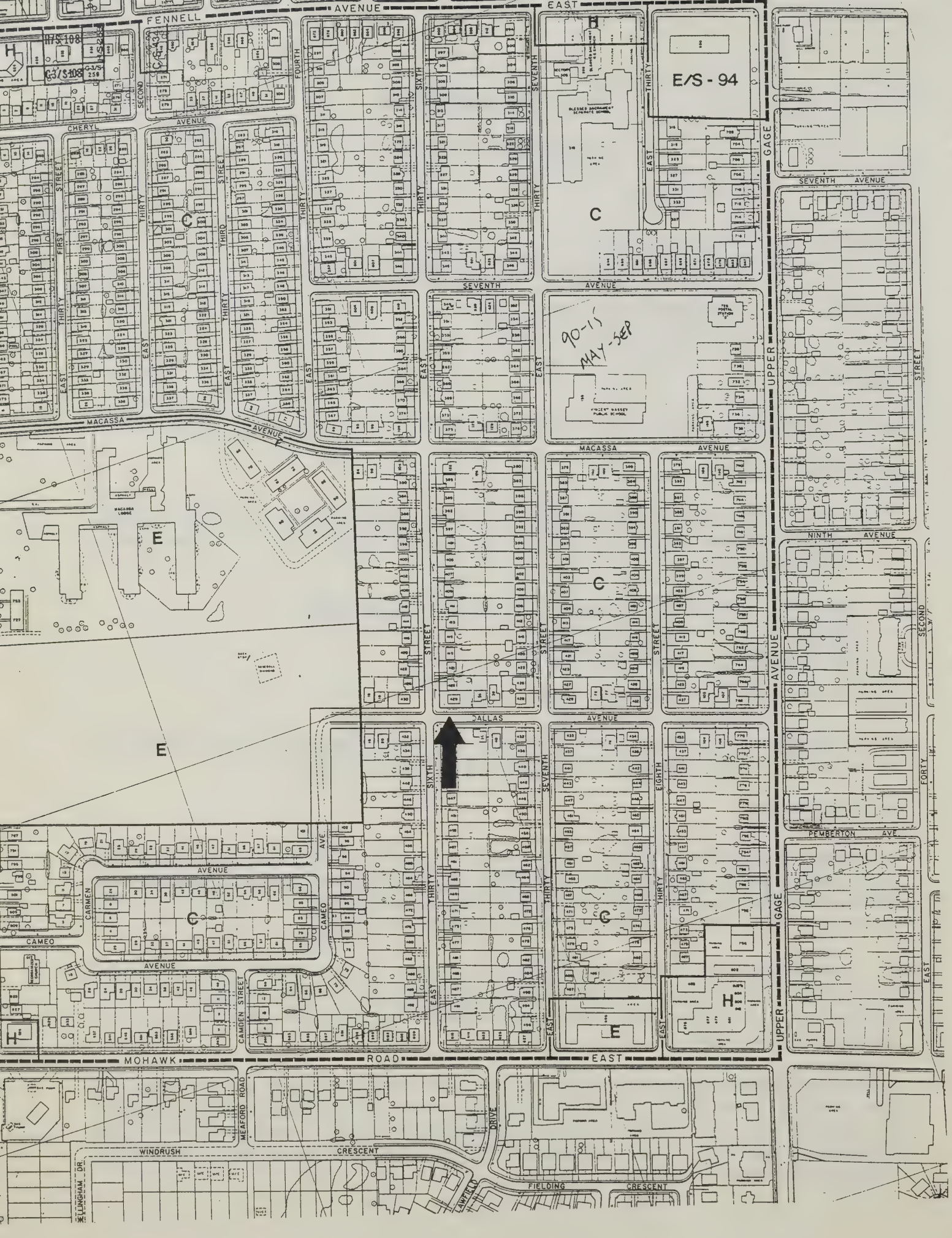
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Formosi has advised of a request from Mr. Reg Hildreth, 429 East 36th Street, that a corner clearance/driveway clearance be implemented on the north side of Dallas, east of East 36th. Dallas has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

An investigation has confirmed that parked vehicles in this area create a visibility obstruction for southbound motorists on East 36th attempting to enter the intersection, as well as for Mr. Hildreth when exiting his driveway. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space adjacent to Mr. Hildreth's property. All area residents have available off-street parking and parking would still be permitted on both sides of the street for the remainder of the block. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.


FENNELL AVENUE
EAST
E/S - 94
SEVENTH AVENUE
CHERYL AVENUE
MACASSA AVENUE
NINTH AVENUE
DALLAS AVENUE
PEMBERTON AVE
CAMEO AVENUE
MOHAWK ROAD EAST
WINDRUSH CRESCENT
FIELDING CRESCENT
MEAFORD ROAD
CARMEN
CAMDEN STREET
UPPER GAGE AVENUE
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
THIRTY FORTY EAST
90-11 MAY-SEP

7.3iv

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Main Street East, west of Delena Avenue - Corner Clearance.
[TEC-145-91]

RECOMMENDATION:

a) That a "No Stopping" corner clearance be implemented on the north side of Main Street East commencing at Delena Avenue and extending to a point 111 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

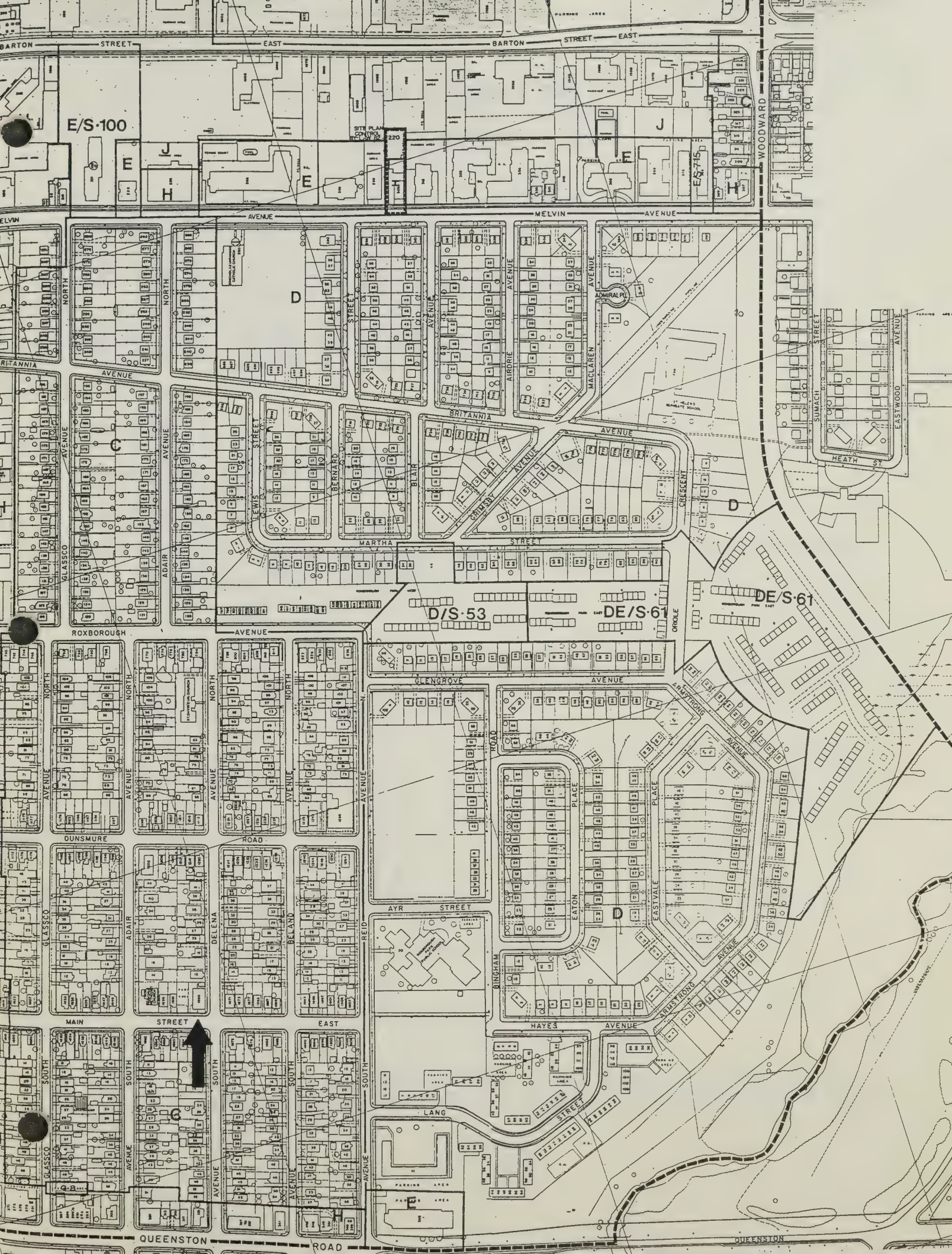
BACKGROUND:

The Traffic Department has received a request from Ms. Mary Santoni, General Manager of Collectors Corner, 1869 Main Street East, that a corner clearance be implemented on the north side of Main, west of Delena, in order to improve visibility for southbound motorists on Delena attempting to enter Main.

Main has a 40 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted free parking on the north side of the street in this area.

An investigation has confirmed that parked vehicles in this area do obstruct visibility to some degree for southbound motorists on Delena attempting to enter Main. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of three legal on-street parking spaces directly in front of Collectors Corner's property. However, since they have an off-street parking lot for their customers, and since parking would still be permitted on the north side of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


BARTON STREET EAST
BARTON STREET EAST
E/S-100
WOODWARD
MELVIN AVENUE
MELVIN AVENUE
BRITANNIA AVENUE
MARTHA STREET
D/S-53
DE/S-61
DE/S-61
ROXBOROUGH AVENUE
GLENGROVE AVENUE
DUNSMURE ROAD
AYR STREET
HAYES AVENUE
LANG STREET
MAIN STREET EAST
QUEENSTON ROAD
QUEENSTON
ADMIRAL PL
HEATH ST
ORIOLE
CRESCENT
LEWIS STREET
BERNARD AVENUE
BLAIR AVENUE
GRIMSBY AVENUE
AIRDRIE AVENUE
MACLAREN AVENUE
GLASSCO AVENUE
ADAIR AVENUE
DELENA AVENUE
BELAND AVENUE
REID AVENUE
EATON PLACE
EASTVALE PLACE
ARMSTRONG AVENUE
BINGHAM ROAD
SUMACH STREET
EASTWOOD AVENUE
NORTH AVENUE
SOUTH AVENUE

7.4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 17

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Appointment of Parking Control Officers. (TEC-123-91)

RECOMMENDATION:

a) That, in accordance with Section 70 of the Police Act, the following persons be appointed as Parking Control Officers:

Mr. Uriel Thompson
Mr. Laurence Cardinal

b) That the previous list of personnel appointed as Parking Control Officers be revised be deleting the following names:

Mr. John Tyne
Mr. Jack Anthony

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Traffic Department it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 70 of the Police Act.

7.5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 18

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bayfront/Nash Route - Bus Stop Relocation. (TEC-127-91)

RECOMMENDATIONS:

a) That in accordance with the request by the Hamilton Street Railway Company the following bus stop relocation be approved:

Route 4 Bayfront/Nash

Southbound - Quigley Road, west side, from 104 feet south of the south curb line of Albright Road (F/S) to 49 feet north of the north curb line of Albright Road (N/S); and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to relocate the bus stop at Albright and Quigley from a far side to a near side stop.

The proposed bus stop relocation is satisfactory from a traffic point of view. There will be no loss of any on-street parking since the new bus stop will be located in an area presently signed "No Stopping". Therefore, the Traffic Department concurs with this request.


CITY OF HAMILTON
AVENUE
REDHILL
ALBRIGHT ROAD
HASKINS COURT
MARANTHA PL
MONTMORENCY DRIVE
DE-2/S-305
DE-2/S-75b
DE-2/S-75a
NICKLAUS DRIVE
ANDREWS DRIVE
PALMERSTON PLACE
CRESCENT
ELFORD
WOODWOOD AVENUE
JENNIVER CT
FINDALE COURT
D/S-221
A/S-1059
DE-2/S-224
D/S-201
D/S-305
C/S-865
PARK CT
SUNBRITE CT
GLEN MANOR STREET
DE-2/S-92a
GREENHILL AVENUE
ALBION ROAD
QUIGLEY ROAD
VEEVERS
AMBROSE AVENUE
E/S-22
E-2
G-1
FAIRWAY DRIVE
PUTTING PLACE
COUNTRY CLUB DRIVE
GLEN VALLEY DRIVE
FORD DRIVE
D/S-83
B-2/S-349
B-2
PAR PLACE
HANOVER PLACE
THUNDERBIRD CT
SHERRY
JOY COURT
HILDEGARD
D/S-469
D/S-360

7.6

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Burlington Street East at Hillyard Street - School Crossing Guard. (TEC-134-91)

RECOMMENDATION:

a) That the School Crossing Guard presently located at the intersection of Burlington Street and Niagara Street be removed, subject to the installation of a traffic signal at the intersection of Burlington Street and Hillyard Street; and

b) That the Engineering Services Committee of the Regional Council be advised of the City's intention to remove the School Crossing Guard from this location, subject to the installation of a traffic signal at Burlington Street and Hillyard Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Removal of the School Crossing Guard from this location would result in a savings to the City of approximately $5800 per year.

BACKGROUND:

At the Engineering Services Committee meeting of 1991 April 29, the Traffic Department was directed to install a traffic signal on Burlington Street East between Wentworth and Birch, and to report back to the Committee with a recommendation as to the specific location. On 1991 May 27, the Engineering Services Committee tabled a recommendation to install a traffic signal at the intersection of Burlington Street East and Hillyard Street "until the City of Hamilton's Transport and Environment Committee determines the aspect

of using a School Crossing Guard".

There is presently a School Crossing Guard at the intersection of Burlington and Niagara, which is only one short block east of the existing traffic signal at Burlington and Wentworth and one short block west of the proposed new traffic signal at Burlington at Hillyard. Approximately 30 children cross at this location in the morning, approximately 25 in the evening and approximately 20 at the lunch time period.

The Traffic Department recommends that the crossing guard be removed from this location if a traffic signal is installed at the intersection of Burlington and Hillyard for two reasons:

- first, the location of the guard between two closely spaced traffic signals will make it difficult for the guard to control traffic, as drivers may be looking at the signals instead of the guard. Experience at other locations where the guard is located is very close proximity to the signal has shown that there is a high degree of violation of the School Crossing Guard.

- Second, the availability of traffic signals only block either side of Hillyard would give reasonable opportunities for children arriving from either direction to cross at a traffic signal. Those children originating on Hillyard, north of Burlington, would however, be required to travel one extra block in each direction to cross Burlington Street, but recent studies indicate that only approximately 20 pedestrian movements originate or end on Hillyard, north of Burlington, and these few pedestrians would have to walk only approximately 250 feet east or west to cross with a traffic signal.


HARBOUR HEADLINE
PIER No. 14
PIER No 15
PIER No 15
MATCH LINE
MATCH LINE
MATCH LINE
K
K
K
K
K/S-727
SHIP ST
LAND STREET
NIAGARA ST
HILLYARD ST
BURLINGTON STREET EAST
NORTH
DICKSON ST
MCKINSTRY
GERRARD ST
NORTH
ALDINA AVE
BRANT ST.
BRANT ST.
WENTWORTH STREET
SHERMAN AVENUE
BIRCH AVE
MUNROE ST
J/S-647 & 647b
J/S-647 & 647b
J/S-647 & 647b
J/S-647 & 647b
D/S-647b
D/S-647 & 647b
SITE PLAN CONTROL BY-LAW 82-12
SITE PLAN CONTROL BY-LAW 82-14
SITE PLAN CONTROL BY-LAW 82-16

7.7

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 June 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Glencarry Avenue, north of King Street East - proposed narrowing and one-way southbound operation. (TEC-136-91)

RECOMMENDATION:

a) That Glencarry Avenue be operated one-way southerly from King Street East to a point 94 feet northerly therefrom; and

b) That stopping be prohibited on the east side of Glencarry Avenue from King Street East to a point 114 feet northerly therefrom; and

c) That stopping be prohibited on the west side of Glencarry Avenue from King Street East to a point 124 feet northerly therefrom; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

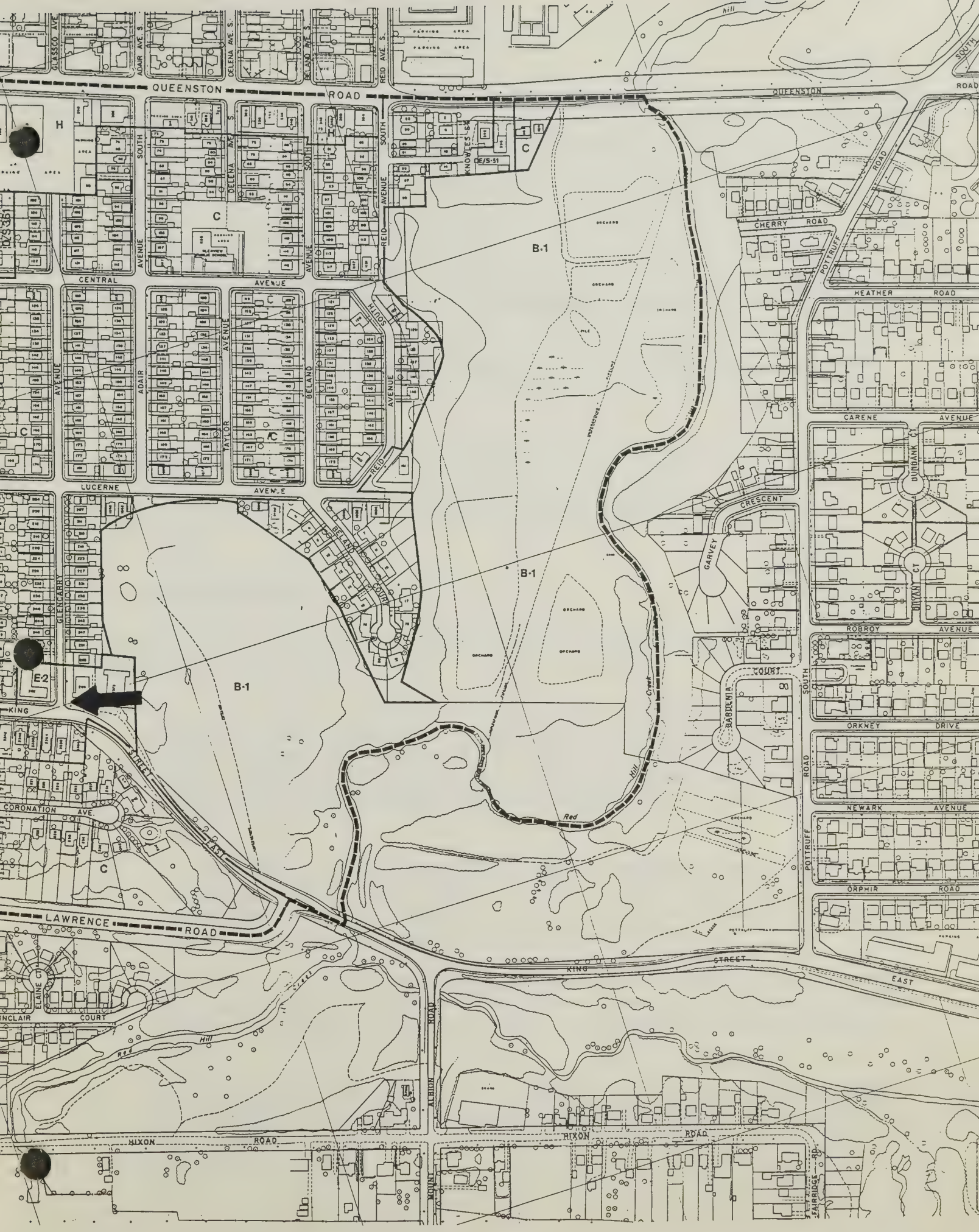
Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

On 1991 January 29, the Transport and Environment Committee approved in principle the narrowing of Glencarry Avenue to one lane north of King and a one-way southbound operation. This proposal was made as a result of concerns expressed by Alderman

Geraldine Copps, on behalf of the area residents, that large volumes of traffic use Glencarry as a short cut to bypass the traffic signal at King and Parkdale. Traffic studies had confirmed that a significant number of vehicles use Glencarry as a through route. As an interm measure, the Regional Council approved the implementation of a westbound right turn prohibition at this location.

The Regional Engineering Department conducted the required advertising for the proposed narrowing of the street and have advised that the physical narrowing has been completed in conjunction with the realignment of King Street East in this area. Therefore, it would be appropriate to now enact a by-law to operate the street one-way and to prohibit stopping on both sides in the narrow section (4.5 metres). In the meantime, the Chief of Police has authorized the erection of these signs until such time as the by-law is passed by both the City and Regional Councils. Also, the Traffic Department will report to the Engineering Services Committee of the Region to recommend that the right turn prohibition from King onto Glencarry be removed since it will no longer be required.


QUEENSTON ROAD
CENTRAL AVENUE
LUCERNE AVENUE
KING STREET EAST
LAWRENCE ROAD
NIXON ROAD
CHERRY ROAD
HEATHER ROAD
CARENE AVENUE
CRESCENT
ROBROY AVENUE
ORKNEY DRIVE
NEWARK AVENUE
ORPHIR ROAD
COURT
CORONATION AVE.
ELAINE CT.
SINCLAIR COURT
FAIRRIDGE RD.
B-1
C
H
E2
E/S-51
SOUTH ROAD
POTTRUFF ROAD
REID AVENUE
BELAND AVENUE
ADAIR AVENUE
TAYLOR AVENUE
DELENA AVE. S.
GLASSCO AVE.
ADAIR AVE. S.
BELAND AVE. S.
REID AVE. S.
KNOWLES
GARVEY
BUNDANK CT.
BARDELMA
ACHON ROAD
MOUNT
Red Hill Creek

7.8

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 16

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

Lou Sage
Chief Administrative Officer

SUBJECT:

Ontario Provincial Bicycle Policy - Submission to the Ministry of Transportation. [TEC-141-91]

RECOMMENDATIONS:

That the following recommendations be forwarded to the Ministry of Transportation, Ontario for consideration in the review of the provincial policy on bicycles:

a) That the Ministry of Transportation of Ontario undertake studies and review background data to ascertain on a general basis the effects of promoting increased bicycle ridership of different types. Factors to be considered should include public health, roadway safety, energy, mobility and other related matters. The studies should consider the cost/benefit economics of allocating funds to bicycle facilities; and

b) That the Ministry of Transportation of Ontario consider providing subsidy for municipalities to undertake detailed studies specific to bicycle usage such as ascertaining the degree to which such usage will benefit municipalities, how to best promote increased bicycle use or planning for new facilities; and

c) That the Ministry of Transportation consider revising the existing policy to consider provision of paved shoulders for bicycle use on low-volume highways other than limited-access facilities, subject to criteria to be developed for selection and design; and

d) That, to encourage the development of bicycle facilities such as off-street bicycle paths or wider curb lanes within the municipalities, the Ministry of Transportation consider provision of subsidy for the construction and maintenance of such facilities; and

e) That the initiative of the Ministry of Transportation of Ontario to pass a mandatory helmet use law be supported, based on the understanding that such a law and the associated cost to cyclists is warranted as (a) the statistical information indicates that such a law will prevent cyclist injuries and (b) adequate enforcement can be achieved; and

f) That the Ministry of Transportation adopt a coordinating role to ensure continuity of bicycle routes between adjacent municipalities throughout the Province and consider the creation of a full-time staff position for this duty; and

g) That, to encourage commuter cycling, the Province of Ontario consider the feasibility of providing subsidy for employers, schools, etc. who provide secure, weather-proof bicycle storage facilities and/or new or improved change and shower facilities at their establishments; and

h) That, where review indicates the need, new or additional educational programs should be developed and implemented in the areas of: helmet use; off-street riding skills; on-street cyclist laws and riding skills; and motor vehicle driver awareness of cyclist rights.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

None at this time.

BACKGROUND:

The Ministry of Transportation of Ontario has a policy on bicycles dating to 1981. The Province has retained a consultant, Marshall Macklin Monaghan, to review and update the bicycle policy. As part of the review process, the consultant and the Province have requested the comments of the City. Staff from the Traffic, Culture and Recreation and Public Works Departments, as well as the Regional Transportation and Environmental Services Department, have been involved in preparing a response for the consideration of the Ministry.

The staff assessment of the Ministry's role in what is primarily a municipal matter is seen in four areas: legislation for those matters not under municipal control, co-ordination between municipalities, funding and education.

A. UNDERLYING PHILOSOPHY

Underlying the comments and suggestions below, is the philosophy that increased bicycle ridership is beneficial when the whole population is considered. On the surface this would appear to be true. Increased bicycle ridership should lead to fewer automobiles on the roadway with lower associated energy and pollution costs. Increased bicycle usage should also lead to an overall increase in the level of public health with reduced hospital costs.

However, there are drawbacks. A small number of bicycles mixed into a main flow of vehicular traffic can impair traffic flow. The overall result may be increased vehicular congestion resulting in more pollution. Mixing bicycles into the main flow of vehicular traffic may also result in more collisions to bicycle riders. These are typically serious collisions as the bicycle rider has very little protection.

B. UNDERSTANDING THE PRESENT STATUS OF CYCLING IN ONTARIO

There are different cycling groups to be served, with different needs. One report categorized cyclists into three groups: commuters, pure recreational cyclists and fitness/racing cyclists. Each has its own ability to travel in the regular stream of traffic, origin/destination pattern and trip length. The province's new policy must recognize the difference among the different groups and determine how each group can best be served.

The Ministry based its 1981 policy on several key conclusions. These included the ideas that bicycle usage had stabilized and that 60% of urban commuters are within cycling distance of their workplace. All conclusions on which the 1981 policy was based should be revisited to determine if they are still valid.

Therefore, the first priority of the Ministry should be to ascertain both on the provincial level and on the municipal level the degree to which increased bicycle ridership can serve the best interests of the general public and how different policies affect the various cycling groups. The first recommendation follows from this suggestion.

C. LOCAL STUDIES OF CYCLING

At present, the province does not provide financial support of studies about bicycle use or planning, unless they are part of a larger transportation planning process. The present Regional bicycle planning study is 100% Regional funded. If increased bicycle use becomes a provincial policy, subsidy for bicycle planning studies should be made available. This is reflected in the second recommendation.

D. BICYCLE FACILITY PLANNING

Policy A.1 of the existing Ministry policy states that municipalities will be totally responsible for the construction and maintenance of bicycle facilities.

Policy B.1 states that it is not the policy of the Ministry to provide paved shoulders on a highway for bicycle use and policy B.2 allows a municipality to put a bicycle facility on a Ministry right-of-way only after a number of criteria are met.

If the Province is intending to encourage bicycle use, the Province should lead by example. There are highways in the Region of Hamilton-Wentworth, such as Highway 52, which are travelled by cyclists at present. Due to the speed differential between bicycles and cars, there is a safety concern. Safety would be increased and additional bicycle traffic might be attracted to such a roadway if proper paved shoulders were provided.

The provision of subsidy to municipalities for the development of bicycle facilities, particularly off-street bicycle paths, would encourage the development of these facilities. The third and fourth recommendations address these issues.

E. HELMET USE LAWS

The Highway Traffic Act of the Province of Ontario requires motorcycle riders to wear helmets whenever on a public highway. In 1989 there were slightly over 4,000 motorcycles involved in collisions in the Province of Ontario. For the same year there were over 6,400 "non-motor vehicles" involved in collisions. Most of the non-motor vehicles would have been bicycles.

First reading has been given in the provincial legislature to Bill 124 to amend the Highway Traffic Act of Ontario. The amendment will require all cyclists on the "highway" (which includes sidewalks) to wear helmets.

Enforcement of helmet use laws may be problematic, particularly for riders under 12 years of age.

It is assumed that the Province has assessed the value of mandatory bicycle rider helmet use based on medical information and the potential for adequate enforcement, and has found mandatory use to be in the public interest. On this basis, this initiative should be supported, as indicated in the fifth recommendation.

F. COORDINATION ROLE

If the Province wishes to encourage bicycle usage, it should then take on a coordinating role. The Province could also aid by identifying suitable routes and acting to ensure the continuity of bicycle routes between adjacent municipalities. The use of facilities on provincial highways would assist. The sixth recommendation makes this suggestion.

G. TERMINAL FACILITIES FOR COMMUTER CYCLISTS

Commuting on a bicycle in Ontario is a viable alternative for a portion of the year. At their destinations cyclists require secure, weather-proof storage for their bicycles, and require change and shower facilities. The Province could encourage the development of these facilities through subsidy, as indicated in the seventh recommendation.

H. EDUCATION

The safety of bicycle use is in part dependent on education. The Ministry of Transportation and other organizations have done substantial work in this field. Perhaps at this time the need for programs in the following areas should be evaluated, and where required the appropriate programs developed respecting:

- helmet use
- off-street training for young riders
- on-street training for all riders who use streets and highways, especially
- younger riders
- motor vehicle driver awareness of the rights of cyclists on the roadway

These items are addressed in the last recommendation.

7.9

CITY OF HAMILTON

- ACTION -

DATE: 1991 July 17

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Response to Public Comments: Pedestrian Safety Meeting. [TEC-89-91]

RECOMMENDATIONS:

a) That the items from the 1991 April 08 Pedestrian Safety Meeting which should most appropriately be responded to by agencies or organizations outside the City be referred for action or response, as follows:

i) Seven items pertaining to public education and enforcement of traffic laws be referred to the Hamilton-Wentworth Regional Police Department; and

ii) Three items pertaining to public support and involvement be forwarded to the Council on Road Trauma; and

iii) The item regarding the Hamilton Board of Education be forwarded to the Board; and

iv) Three items pertaining to public safety be forwarded to the Hamilton Safety Council; and

b) That the Director of Traffic Services be directed to prepare a pamphlet providing guidance and information to the public about changes in traffic rules or conditions; and

c) That the City Council request, through the school boards, that Home and School Associations and/or the school principals attempt to influence parents not to park or stop within "No Stopping" zones adjacent to schools; and

d) That continued and, where possible increased, enforcement of "No Stopping" zones around schools be provided by the Traffic Department; and

e) That the Traffic Department continue to meet with and work with Ward Aldermen and neighbourhood representatives to discuss specific issues related to through traffic; and

f) That the Traffic Department continue to closely monitor the rate of application of paint on the roadway and the types of materials used to mark the roadway to provide economical but safe roadway marking; and

g) That comments about ridging of wheelchair ramps be forwarded to the Ramping Sub-Committee of the Committee for the Physically Disabled.

Murray J. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of all staff activities and the cost of preparing a public pamphlet.

BACKGROUND:

On 1990 October 22, the Transport and Environment Committee directed that a public meeting be held to receive citizen input on the subject of pedestrian safety. The meeting was held on 1991 April 08. At the Transport and Environment Committee meeting of 1991 April 22, the Committee directed the Traffic Department to review and report on the verbal comments and written briefs from the public meeting. This report is in response to the direction of the Committee.

CLASSIFICATION OF RECOMMENDATIONS FROM THE PUBLIC MEETING

Not all of the comments from the public meeting directly apply to the issue of pedestrian safety. Also, there were a few issues which were site specific in nature rather than being general or policy in nature. The directed purpose of the meeting was general (policy) pedestrian safety issues. In order to focus only on applicable issues, and to minimize staff time, items which were not related to pedestrian safety on a policy level have been excluded.

The attached listing entitled "Pedestrian Safety Meeting - Issues Discussed" shows all of the traffic safety issues which were presented either in a written or verbal form. Section A lists, along with the presenter, those items of general traffic safety which were not related to pedestrian safety specifically. Section B lists those items which were related to pedestrian safety but which were of a limited to a specific physical locale and were not general policy items. The items in Sections A and B were not deemed to be directly relevant to pedestrian safety on a policy basis, and were not considered further as part of this review.

Section C lists the remaining items of pedestrian safety. Section C is broken down as to the responsibility for response. Those sections pertaining to education, enforcement, engineering, the development of community action groups, or associated with actions by specific organizations such as the Board of Education or the Hamilton Public Works Department have been identified and so categorized. The items in Section C.3 are traffic engineering related and the Traffic Department response to these issues follows. The items in C.6 are part of the activities of the Department of Public Works Department and a response to those items is also included.

It is recommended that items in sections C.1, C.2, C.4, and C.5 be forwarded to the appropriate organizations, with the intent that the responses will be provided to the Transport and Environment Committee in a future information report.

TRAFFIC DEPARTMENT ITEMS: RESPONSE (ITEMS IN SECTION C.3 OF ATTACHED REPORT "PEDESTRIAN SAFETY MEETING - ISSUES DISCUSSED")

Item 1. Traffic and Police Department Priorities.

It was suggested that the Traffic and Police Department should change priorities to place vehicular traffic second to that of pedestrian safety. At present, there is a program to identify locations having pedestrian collision problems. For those which can be improved, engineering countermeasures are implemented to provide increased pedestrian safety. The Traffic Department attempts to provide a balanced outlook weighing the needs of occupants of motor vehicles equally with those of pedestrians. A serious injury to a motor vehicle occupant is no less than important than an equivalent pedestrian injury. It should be noted that pedestrian collisions make up only 6% of all motor vehicle collisions occurring in Hamilton.

Conclusion: The present Traffic Department priorities reflect the relative numbers and importance of all types of motor vehicle collision injuries in Hamilton. No change is recommended.

Items 1, 2, 3 and 4 - Consultation Process

The concern was expressed that there is a need for more communication between the City staff and the public. One item suggested was that a pamphlet be developed to guide citizens with regard to traffic requests. Another suggestion was that neighbourhood groups be advised of any changes in their areas.

The development of a pamphlet has merit. The Traffic Department is prepared to undertake preparation of such a pamphlet.

A change in operating procedure to notify affected residents every time a by-law or signing change is implemented would result in a huge increase in staff time. Such a change would be a major policy change and would be only at the direction of the Transport and Environment and Engineering Services Committees. As most of the changes to traffic regulations are based on public safety or as a result of the demands of the majority of affected neighbourhood residents, such a level of consultation maybe wasteful of scarce staff resources.

It should also be noted that several of the presenters stated that they were not opposed to the regulations which were implemented, but merely wished to be notified.

Conclusion: Increased consultation does not appear required in the majority of cases. Given the increase in staff resources required at a time of fiscal restraint, increased consultation cannot be supported.

Item 5 - Name Change - Traffic Department

It was suggested that the Traffic Department change its name to the Pedestrian and Traffic Department. Pedestrians are considered to be traffic in the same way as vehicles, therefore this seems unnecessary.

Conclusion: Pedestrians <u>are</u> traffic. No name change is required.

Item 6, 7 and 8 - Signalized Pedestrian Crosswalks

Three suggestions were made that Hamilton implement a form of positive, signalized crosswalk. The Transport and Environment Committee has previously directed the Traffic Department to investigate this type of crossing device. Staff have spent considerable time in corresponding with other municipalities, investigating existing policies and undertaking research. The recommendation to the Transport and Environment Committee in regard to this item will be forthcoming very shortly.

Conclusion: A forthcoming report to the Transport and Environment Committee will address this issue.

Item 9 - School Guards at Traffic Signals

It was suggested that school guards might be considered for additional for traffic signal locations. Staff's position on the use of school crossing guards at signalized intersections has been well documented. School guards are a contradictory form of traffic control and are not recommended for use at traffic signals. As directed by the Transport and Environment Committee, a report was recently presented on the use of adult school crossing guards at signalized intersections, and also on the use of school-aged school patrols.

Conclusion: The recent report to the Transport and Environment Committee addressed this issue.

Item 10 - Flashing Caution Lights

It was suggested that flashing caution lights might be a valid use at certain intersections in certain neighbourhoods.

The use of flashing caution lights is warranted in unusual locations with very poor pedestrian or vehicular collision rates which cannot be controlled by other countermeasures. Flashing caution lights are in use in Hamilton at present. This type of

device is used sparingly, however, to maintain credibility to the driver, and a consistency of usage.

Conclusion: The present informal policy provides for the use of flashing caution lights where the collision history justifies.

Item 11 - Review of One-way Streets

A review of the one-way street system was suggested to assess the impact on pedestrian safety. The Traffic Engineering literature has documented clearly the advantages of one-way streets for both vehicular and pedestrian safety. The introduction of the one-way street system in Hamilton was found to reduce pedestrian collisions greatly, particularly because clear crossing gaps are created by one-way streets, and pedestrians only have to cope with traffic arriving from one direction. For example, at an intersection of two one-way streets, only two of the pedestrian crosswalks have vehicles turning through the crosswalk and at the remaining two, there is no conflict between vehicles and pedestrians as a result of turns on the red signal. A review such as requested is not recommended as the results will not find any contradiction with the known facts.

Conclusion: The one-way street system provides a positive safety environment, and the increased safety of one-way streets for pedestrian crossings has been documented.

Items 12, 13 and 14 - Speed Zones Adjacent to Schools

The report presented to the Transport and Environment Committee on 1991 October 22 covered this topic in great detail. In summary, reduced speed limits in areas of schools were found to have little or no potential to reduce pedestrian collisions in these areas.

Conclusion: The previous Transport and Environment Committee report (TEC-211-90) recommended against this measure.

Item 14 - Strict Enforcement of No Stopping Zones in School Areas

The most serious violators of No Stopping zones in school areas are the parents of the students themselves. This has been an continual and ongoing problem. Unfortunately, is often those who complain who are in fact the cause of the problem. While enforcement can have some effect at changing driver behaviour, it is generally effective only for a few days following an enforcement blitz. The Traffic Department does not have enough staff to enforce all of the No Stopping zones around all the 150 schools on a continual basis.

A supplementary approach to dealing with this problem would be to request that the principals of the schools with the No Stopping zone problems use the Home and School Association and newsletters to attempt to influence the parents.

Conclusion: Where possible increased enforcement of no stopping zones around schools will be provided.

Item 15 - Revised Changes in Roadway Environment

It was suggested that the roadway environment should be altered to re-route traffic away from residential neighbourhoods, especially those identified with high pedestrian collision rates. Generally, the Traffic Department concurs with this suggestion. The best way to attract traffic away from driving through the residential neighbourhoods is to provide quality service on the arterial roadway network. To do so means elimination of stopping during rush hours and of parking at other times, proper adjustment of traffic signals to provide good flow and construction modifications where necessary to ease turning movements. The Traffic Department and the Regional Engineering Department have ongoing programs of this nature.

Through traffic can also be discouraged from driving through neighbourhoods through the use of proper organization of stop signs and other methods. As a general pattern, all neighbourhoods with grid-pattern streets have two-way stop signs at every second intersection. Where serious through traffic problems have been identified, other measures such as road closures, one-way streets or extra signing have been undertaken. As individual cases are identified, the Traffic Department will attempt to work with the local neighbourhoods in continuing to reduce through traffic.

Key projects such as the Red Hill Creek Expressway and the Perimeter Industrial Road would have substantial impact in reducing arterial traffic volumes. Most arterials are residential streets.

Conclusion: The Traffic Department will continue to meet with and work with neighbourhood representatives and Ward Aldermen to discuss specific issues related to through traffic.

Items 16 and 17 - Visibility at Crosswalks

The crosswalks which are painted in Hamilton have small spherical glass beads implanted in the paint. This imparts night time reflectivity. The painted line and the reflectivity do fade somewhat during the winter, but the program of applying paint in Hamilton is designed to insure that the crosswalks are always visible.
Hamilton has used materials with longer wear characteristics than paint. The primary concern is whether the added durability justifies the much higher cost. These materials (tapes or plastics) are now used in Hamilton when conditions and economics dictate.

Conclusion: The rate of paint application is chosen based on wear, safety and economy. The rates of application will be reviewed regularly and adjusted if required. The types of materials used will be chosen based on safety and economics.

Item 18 - That Wheelchair Ramps Be Ridged

The Wheelchair Ramping Sub-Committee of the Committee for the Physically Disabled has recently undertaken a comprehensive review of the design of wheelchair ramps. The latest version of the wheelchair ramp design incorporates ridging but the ridging was primarily designed to assist the visually impaired in orienting themselves. The wheelchair ramp design does incorporate basic maximum slopes, both to assist the wheelchair in travelling

from the roadway surface to the top of the sidewalk and to assist people on foot.

Given the amount of time and effort expended on arriving at the present wheelchair ramp design, it is unlikely that the Committee would consider modifications at this point in time. If there are specific locations of older wheelchair ramps which need to be reconstructed to a modern standard, these could be brought to the attention of the Regional Engineering Department. If there are specific locations which are difficult to traverse in the winter, these could be brought to the attention of the Public Works Department.

Conclusion: These comments will be forwarded to the Ramping Sub-Committee.

PUBLIC WORKS DEPARTMENT ITEMS: RESPONSE (ITEMS IN SECTION C.6 OF ATTACHED REPORT "PEDESTRIAN SAFETY MEETING - ISSUES DISCUSSED")

The Public Works Department has responded to the two items which were discussed at the meeting which fall under their area of expertise.

Item 1 - Condition of Curbs and Sidewalks

Sidewalks are reconstructed or repaired under the City's annual reconstruction and maintenance programs which are administered by the Public Works Department. A Road Needs Study is undertaken annually in conjunction with the Ministry of Transportation to determine subsidy allocation. Each year, the Streets Division foremen walk all sidewalks within their district to prioritize the needs.

The maintenance program for spot replacement in problem areas is undertaken with the placements of asphalt caps on sidewalks concrete grinding and pneumatic pressure (pressure grouting) to eliminate hazards crated by differential settlement or heaving of the concrete slabs.

Since claims are handled through the Public Works Department, checks are in place to ensure that tripping hazards have been eliminated when claims have been settled.

Item 2 - Enforcement of Snow Clearing of Sidewalks and of Parking Lots at Malls.

The City enforces compliance with the Streets By-law 9329 concerning snow clearing in the following manner:

a) The foreman on duty investigates the violator twenty-four (24) hours after it has stopped snowing and issues a snow notice requesting the owner/tenant to clear the snow.

b) Twenty-four (24) hours later, if no fresh snow has fallen, he then checks to see if the violator has complied. If we receive additional snow, another twenty-four (24) hours must be given.

c) If the violator has not complied, the foremen will send a crew to clean up and

leaves another notice that the Corporation has cleared the premises of snow.

d) While investigating, if any other adjacent properties are not cleared, the foreman will enforce the By-law in the same manner.

An analysis of the number of problem locations handled by the Public Works Department indicates that the number is continuing to decrease. Therefore, staff's conclusion is that the message concerning prompt snow clearing is getting out and the vast majority of the eighty-three thousand (83,000) households are complying.

PEDESTRIAN SAFETY MEETING - ISSUES DISCUSSED

A. NOT SPECIFICALLY RELATED TO PEDESTRIAN SAFETY

1. (Henry Koeing, 50 Rivercrest Road). That a separation be made of motorists, pedestrians and bicyclists with the use of bicycle paths.

2. (Hamilton Bikeways Citizen's Group; Bob Brown, 106 Birchcliff Cres., Wallace Parsons, 49 Chestnut Ave.) That Hamilton reassess present criteria for establishing one-way streets, with possibility of changes to existing network. Should be structured so as to minimize ad hoc designation that is presently demonstrated.

3. (Hamilton Bikeways Citizen's Group). The implementing of a higher proportion of time related turn prohibitions to replace a large number of prohibitions now in effect.

4. (Hamilton Bikeways Citizen's Group). That turn prohibition signage be more consistent in form, for example, "No Left Turn", "Right Turn Only".

5. (Hamilton Bikeways Citizen's Group). That Hamilton replace existing street name signs along major arteries with larger self-illuminated signs which incorporate street numbers, should be placed at all four corners of intersections, close to the curb, and on separate standards. Signs at all intersections should be placed at each corner of the intersection.

6. (Hamilton Bikeways Citizen's Group). That traffic signals be altered to take into account the realities of each intersection, especially the more complex ones.

7. (Hamilton Bikeways Citizen's Group). That a study begin immediately of the best way to incorporate computer control of all traffic signal lights.

8. (Hamilton Bikeways Citizen's Group). That all studies and projects involving traffic include bicycles among those aspects to be considered. This includes the already recommended study of one way streets and stop signage, and signals.

9. (Hamilton Bikeways Citizen's Group). That Council adopt a policy of establishing a network of Class III Bikeways throughout the city, and Class II Bikeways where possible on major arteries, along with construction of protected Class I Bikeways connecting recreation areas and major city areas. (Mountain-Downtown).

10. (Hamilton Bikeways Citizen's Group). That a representation to the Government of Ontario to amend the Highway Traffic Act so as to fully integrate the bicycle and cyclist into those areas where it has jurisdiction.

11. (Hamilton Bikeways Citizen's Group). That the above pay special attention to incorporating the Bicycle into the present system of operator licensing including the point system, thus making law enforcement more meaningful.

12. (Hamilton Bikeways Citizen's Group). That representation to the Government of Ontario make the operation of any vehicle on any pedestrian walkway an offence under the Highway Traffic Act, except as exempted by Municipal By-law.

13. (Hamilton Bikeways Citizen's Group). That the City hire a full-time paid Cycling Co-ordinator to co-ordinate these and other recommendations to act as liaison between City Hall and the General Public.

14. (Hamilton Bikeways Citizen's Group). That the City of Hamilton promote thorough education, the adoption of safe cycling practices, including the use of appropriate safety equipment and adherence to rules of the road, as laid out in the Highway Traffic Act.

15. (Hamilton Safety Council; Bernice Price). That there be more enforcement of bicycle and skateboard laws. (education). Publicize the Department of Culture and Recreation's locations for skateboarding.

16. (Hamilton Safety Council). That an education blitz be focused on drivers who weave in and out of traffic and to stop drivers from going through yellow lights and even red lights.

17. (Hamilton Council of Home and Schools Association; Margaret Campbell, 58 Purvis Drive, President). Policy Statement: Therefore be it resolved that OFHSA adopt the policy that all cyclists age five years and older, and passengers transported in bicycle mounted child carriers be legislated to wear bicycle helmets.

18. (Hamilton Council of Home and Schools Association). Policy Statement: Therefore be it resolved that OFHSA adopt a policy that bicycle safety helmets should be CSA approved.

19. (Marc Mochon, 50-422 Cathcart St). That there are too many traffic signs in the City.

20. (Marc Mochon). Suggested the use of speed bumps on public streets as is the case in Windsor and Drummondville, Quebec.

21. (Marc Mochon). That there is a parking problem downtown.

22. (Hamilton Council of Home and Schools Association). More on-site parking need in areas of conversions of single family dwellings. Issuance of permit-parking only.

B. NOT GENERAL POLICY (SITE-SPECIFIC)

1. (Ken Hawkins, 79 East 33rd St.). Problems that elderly and disabled people are encountering in crossing Concession Street to access I.G.A. That a crosswalk be seriously considered.

2. (Home and School Association at Dalewood School; Marlene Gibson, 91 Haddon Avenue N., President). That the parents at Canadian Martyr's School have concerns with the 70 km/h speed limit on Main Street within an area where 5 schools exist. Speed limit on Main St. between Cootes to Dundurn should be 50 km/h.

3. (Bruce Rosbrook, 105 Cumberland Ave.). Concern over excessive speed limits on Cumberland Avenue as a result of a four-way stop intersection at Sherman Avenue and King Street. That sidewalks are present on only one side of the road. That speed limit signs be posted along Cumberland and that one-way streets be changed to allow two-way traffic.

C. PEDESTRIAN AND POLICY-RELATED ISSUES

C.1. Education/Enforcement (H.W.R.P.D. to respond)

1. (Hamilton Auto Club, Ron Smith). That if money is to be spent, it should go to the Police Department so they can have a greater presence in schools and provide more traffic safety lessons to the students.

2. (Hamilton Bikeways Citizen's Committee). That the Hamilton Safety Council and Hamilton Police undertake an extensive public education program, and that such a program be included as part of Driver Education.

3. (Hamilton Bikeways Citizen's Committee). That police lay more emphasis on jay-walking law enforcement and be prepared to lay charges more often. Charges and ensuing court cases receive more publicity in the media.

4. (Hamilton Safety Council). That there be an education blitz to re-educate the public, particularly seniors in the safe way to use the lights and push-buttons to control traffic at certain intersections. Also educate drivers.

5. (Hamilton Council of Home and Schools Association). That the education of students, parents and the public as to the role of the school crossing guard must be a priority especially at beginning of school year e.g. a media blitz at the end of summer.

6. (Hamilton Council of Home and Schools Association). That speed limits must be strictly enforced throughout the City along with no-stopping zones especially in school areas.

7. (Hamilton-Wentworth Department of Health Services; Kim Shephard). Need to provide more police surveillance and ensure enforcement of speed limits within the region.

C.2. (Enthusiasm) Group Dynamics (Forward to C.O.R.T.)

1. (Hamilton-Wentworth Department of Health Services.) The Hamilton-Wentworth Department of Public Health Services encourages the formation of community coalitions to address the child pedestrian injury problem in the six neighbourhoods.

2. (Community Services Branch of the Regional Police Dept.; Sergeant Stewart Jones). Encourage input into school education programs in order to get parents and all adults involved in the process. Hopes community co-operation will continue in a forum such as the public meeting presently being conducted and he will be willing to work with individuals or groups.

3. (Council on Road Trauma; Dr. Peter Knight, Chairman). Supports development of innovative programs which involve all segments of the community. Target groups should organize and seek funding for implementation of these programs. The Council on Road Trauma is willing to co-ordinate a meeting among groups.

C.3. Engineering (Traffic Department to Respond)

1. (Angela Maloch, 4 Beulah Ave., Wendy Moore Spors, 14 Miles Crt., Constance Wesley, 47 Beulah Ave.) That the Traffic and Police Department change priorities where vehicular traffic is second to that of pedestrian's safety and that the Traffic and Safety Department be responsible, responsive and respectful of citizens' concerns.

2. (Hamilton Council of Home and Schools Assoc.) The one area which needs improvement is the consultation process.

3. (Hamilton-Wentworth Dept. of Health Services). Need to increase communication between those who establish the traffic policies in this City and those whom they affect.

4. (Maloch, Moore Spors, Wesley) That the Traffic Department examine and improve its study methods, that neighbourhood groups be advised of any changes in their area, and that a pamphlet be developed to guide citizens with regard to traffic requests.

5. (Maloch, Moore Spors, Wesley). That the City Traffic Department change its name to the Pedestrian and Traffic Department.

6. (Henry Koeing). That signalized pedestrian crosswalks be implemented.

7. (Hamilton Bikeways Citizen's Committee). That Hamilton adopt the system of Pedestrian Cross-Walks as defined in the Highway Traffic Act and as now used in other cities, notably Toronto.

8. (Marc Mochon). That signed pedestrian crosswalks be introduced in Hamilton.

9. (Hamilton Council of Home and Schools Association). Traffic lights at heavily-used intersections may not be sufficient at peak hours (in school areas) and school crossing guards should be considered.

10. (Hamilton Council for Home and School Association). That the use of flashing caution lights at designated intersections may be valid in certain neighbourhoods.

11. (Hamilton-Wentworth Dept. of Health Services). Need a review of the one-way street and co-ordinated traffic control systems on these streets in order to assess their impact on the safety of pedestrians.

12. (Hamilton-Wentworth Dept. of Health Services). Incorporate speed zones to reduce the speed at which automobiles drive past schools.

13. (Hamilton Council of Home and Schools Association). That we consider the lowering of speed limits without impeding traffic flow.

14. (Hamilton Council of Home and Schools Association). That speed limits must be strictly enforced throughout the City along with no-stopping zones especially in school areas.

15. (Hamilton-Wentworth Dept. of Health Services). Need changes in the roadway environment such as rerouting traffic away from residential neighbourhoods, especially the six with the high rate of pedestrian injuries.

16. (Hamilton Safety Council). That there be better night time visibility at crosswalks. Keep well painted.

17. (Todd Harris, 415 Cannon Street E.). Informed those present that M.T.O. uses a glass bead/plastic composition mix for its' line painting which lasts 5 to 8 years. He suggested that the City look into this process for efficiency and effectiveness in the long-term.

18. (Hamilton Safety Council). That wheelchair ramps be ridged in order to prevent falls in rainy or slippery weather.

C.4. For the Consideration of the Board of Education

1. (Maloch, Moore Spors, Wesley). That the Board of Education broaden its responsibility regarding safety.

C.5. Forward to Hamilton Safety Council

1. (Hamilton Bikeways Citizen's Committee). That the Hamilton Safety Council and Hamilton Police undertake an extensive public education program, and that such a program be included as part of Driver Education.

2. (Hamilton Safety Council). That there be an education blitz to re-educate the public, particularly seniors in the safe way to use the lights and push-buttons to control traffic at certain intersections. Educate drivers as well.

3. (Hamilton Council of Home and Schools Association). That the education of students, parents and the public as to the role of the school crossing guard must be a priority especially at beginning of school year e.g. a media blitz at the end of summer.

C.6. Hamilton Public Works Department to Respond

1. (Hamilton Council of Home and Schools Association). That sidewalks and curbs need to be in excellent condition at all times in order to be safe for pedestrians.

2. (Hamilton Safety Council). That there be proper enforcement of snow clearing of sidewalks. Also enforcement of malls to clear their sidewalks of snow as well as their parking lots.

8

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North End East neighbourhood. (TEC-149-91)

RECOMMENDATION:

That the Hamilton-Wentworth Regional Police Department be requested to provide additional enforcement of the following violations:

- excessive speed of vehicles on James Street North
- excessive speed of vehicles on John Street North
- motorists not coming to a full stop at the four-way stop at James Street North and Burlington Street
- motorists failing to stop for the school crossing guard at John Street North and Simcoe Street

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of installing a traffic signal at James and Burlington would be approximately $70,000.00. However, no City funds are available, and since the Provincial warrants are not met, no subsidy would be available from the Ministry of Transportation.

BACKGROUND:

His Worship Mayor Robert M. Morrow has asked the Traffic Department to report to the Transport and Environment Committee respecting a number of concerns by Ms. Deborah Burnett, 503-2 Guise Street. The Traffic Department has reviewed these matters, and has the following report:

1. Ms. Burnett has expressed concern regarding the number of motorists who fail to come to a complete stop at the intersection of James and Burlington Streets which is presently controlled by a four-way stop. Since the law is very clear respecting the requirement that motorists come to a full stop, the Traffic Department, by letter dated 1991 April 26, forwarded this concern to the Chief of Police for appropriate enforcement action.

2. Ms. Burnett expressed the view, in a letter dated 1991 April 01, that "traffic lights are needed" in the north end, but did not specify any locations. Subsequently, in a meeting with the Mayor, she suggested that the intersection of Burlington and James should be signalized. A review has determined that the traffic signal installation warrants are not met, because of the extremely low vehicular volumes (8800 per day on Burlington and 900 per day on James) and the relatively low pedestrian volumes.

   Records indicate that there have been only two reported collisions at this intersection in at least the last 10 years. Only one of these collisions involved a pedestrian, and this collision occurred in 1984. Thus, the collision record for this intersection has been excellent, and the installation of a traffic signal would likely increase the number of collisions since a typical signalized intersection in the City averages 5.75 collisions per year. Also, the increased delay caused for pedestrians and motorists by a traffic signal would result in a very high violation rate and a hazardous situation.

   The Ministry of Transportation traffic signal installation warrants are not met, since the volumes of traffic and pedestrians are relatively light and the collision rate has been excellent. Therefore, no subsidy would be available from the Ministry for a traffic signal at James and Burlington.

3. Ms. Burnett has also expressed concern that she has witnessed cars failing to stop for the school crossing guard on John Street North at Simcoe Street. Once again, since the law is very clear, the only recourse is for more enforcement of these dangerous violations. However, the crossing guard at this location has stated that motorists failing to stop is not a problem at this location and that this type of violation has occurred only once within the last several months.

4. Ms. Burnett has also expressed concern regarding the speed of traffic on James Street North, and again, this is a matter of enforcement by the Regional Police Department.

TRAFFIC DEPARTMENT

MEMORANDUM

9.

****

TO: Alderman Henry Merling
Chairman, Transport and Environment Committee

FROM: Murrary F. Main, P. Eng.
Director of Traffic Services PHONE: 546-4588

SUBJECT: Items currently under investigation for Alderman Dominic Agostino DATE: 1991 July 16

As requested, the following is a list of outstanding requests/reports for Alderman Agostino:

1. Kimberly and Dundonald - all way stop request
2. Alto and Capilano or Capilano and Glen Valley - all way stop request
3. Lake and Huckleberry - all way stop request
4. Greenhill and Monte - all way stop request
5. Greenhill and Summercrest - all way stop request
6. Dundunald and Erindale/Aberfoyle and Montrose - all way stop request
7. Kentley and Nugent - all way stop request
8. Mount Albion and Golfcrest or Mount Albion and Glencastle - all way stop request
9. Rosedale and Montrose - all way stop request
10. Evelyn and Bow Valley - stop sign enforcement
11. National and Tommar - all way stop request
12. Glen Echo and Secord - all way stop request
13. Nash and Rainbow - flashing amber light over playground sign
14. Nash and Glen Echo - request for a traffic signal/turn prohibitions
15. Mount Albion and Greenhill - longer walk signals
16. Queenston and Kenora - longer walk signals
17. Greenhill and Owen Place/King
    - longer walk signals
    - Westbound flashing advance green during p.m. rush hour
    - overnight flash operation
18. Queenston and Woodman - westbound flashing advance green
19. Intersection control in the Greenhill Garden Phase II subdivision
20. Parking on Greenhill Avenue between Vienna and Pavarrotti
21. Parking on the west side of Mount Albion Road
22. Riverdale Drive - "Permit Parking" for townhouses
23. Nicklaus Drive - "Permit Parking" for townhouses
24. Owen Place - feasibility of using a traffic circle
25. Nash and Dover - request for a school crossing guard
26. Quigley and Greenhill - request for a school crossing guard
27. Renner Court - parking violations

Murray F. Main

/ca

URBAN/MUNICIPAL
CAH ON HBL A03
C51T3 1991

CITY CLERK
J.J. SCHATZ
DEPUTY CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK

71 MAIN STREET WEST
HAMILTON, ONTARIO
L8N 3T4

TEL: 546-2700
FAX: 546-2095

1991 August 14

URBAN MUNICIPAL
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1991 August 19
9:30 o'clock a.m.
Room 233, City Hall

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

DELEGATIONS:

A. 10:00 a.m. Public Meeting pursuant to the Municipal Act regarding a by-law for the stopping-up, closing and retention of the Public Assumed Road Allowance of Eleanor Avenue from north of the 120' limit of Rymal Road to the south limit of Alma Avenue.

1. **ADOPTION OF MINUTES:**

1.1 Minutes of the Meeting held July 22, 1991

1.2 Minutes of the Special Meeting held July 24, 1991

2. **DIRECTOR OF PROPERTY:**

Right-of-Way City owned land
Parkdale Avenue North, north of Burlington Street East
- Philip Environmental Service Corporation

3. **DIRECTOR OF PUBLIC WORKS:**

3.1 Rightsizing - Two Mechanic's Helper Positions

3.2 UI Job Creation Section 25 Programme

4. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES:**

4.1 R.T. Recycling Technology Inc. Application for a Certificate of Approval for a Waste Processing Site

4.2 Hotz and Sons Company Amendment of Certificate for the Household Hazardous Waste Disposal Program

4.3 Return of lands known as Parts 3 & 4 on Plan 62R-10628, acquired in a land severence, to the former owner

4.4. Future Servicing Costs Related to Land Severance Application South Hill - Phase 2

4.5 East 34th Street Residents' Committee Street Dance & Barbecue - Temporary road closure, July 20, 1991

4.6 Ontario March of Dimes - Street Dance on Jarvis Street - Temporary road closure, August 16, 1991

4.7 Gosford Street Neighbourhood Watch Carnival - Temporary road closure, July 20, 1991

4.8 Enchroachment Agreements

4.9 Proposed Road Allowance Closure on Golf Links Road at the City of Hamilton/Town of Ancaster Limits

4.10 Incorporating certain City lands into Quigley Road by-Law

5. **DIRECTOR OF TRAFFIC SERVICES:**

5.1 **Intersection Control**

i) Greenhill Gardens Phase III Neighbourhood

ii) Appleford & Millstream and Appleford & Forestgate

iii) Capilano & Alto and Capilano & Glen Valley

iv) Northerly intersection of Gainsborough and Old Orchard

v) Three leg intersection of Briarwood Crescent

vi) Templemead Neighbourhood

vii) Lake and Huckleberry

viii) Barclay and Cline

ix) Broughton East Neighbourhood

x) Christie Street & Kennedy Avenue and Christie Street & Alderson Drive

5.2 **Parking Regulations**

i) Walnut Street between Jackson Street and Hunter Street

ii) The vicinity of Vine and MacNab Streets

iii) Intersection of Mary Street and Simcoe Street - corner clearance

iv) No. 180 Julian Avenue - Request for a wheelchair loading zone

v) No. 23 Greendale Drive - Request for a wheelchair loading zone

vi) No. 61 Picton Street West - Request for a "Permit Parking" space (handicapped)

vii) No. 99 Hillcrest Avenue - Request for a "Permit Parking" space (handicapped)

viii) Freeman Place and Moutwood Avenue

5.3 No. 176 Glow Avenue - Application for a commercial boulevard parking agreement

5.4 Delaware Route - Bus stops and routing

5.5 Attendance at the National Forum on seniors transportation

6. **MAYOR R. M. MORROW:**

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North End East Neighbourhood (previously tabled)

7. **ALDERMAN H. MERLING:**

Petition for Intersection Control at Carriagegate Drive and Parkplace Drive

8. **ALDERMAN B. HINKLEY:**

Bulk garbage collection

9. **ALDERMAN D. AGOSTINO:**

Various Traffic Department requests (previously tabled)

10. **CHAIRMAN ONTARIO TRAFFIC CONFERENCE ELECTED OFFICIALS COMMITTEE:**

Appointment of a Council representative to attend a meeting on September 5, Durham Regional Headquarters

11. **OTHER BUSINESS**

12. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Pedestrian Crossings	August 20, 1990	Mr. M. Main	Pending
2.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled
3.	Snow Clearing Charges 575 James Street North	April 15, 1991	Ald. V. Agro	Tabled
4.	Closure of E/W alley South of King St. E. between John & Catharine Streets	July 22, 1991	Mr. G. Aston	Tabled
5.	Truck Traffic on Lloyd Street	July 22, 1991	Ald. D. Drury	Action Pending

August 14, 1991

T. Agnello
Secretary

A.

CITY OF HAMILTON

- RECOMMENDATION -

AUG 14 1991

DATE: August 9, 1991
S610-03 L. MacNeil

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Stopping-up and closing certain City lands known as Eleanor Avenue.

RECOMMENDATION:

a) That the following City lands be closed, stopped-up and retained as noted below:

Parts of Eleanor Avenue, Registered Plan No. 853	Parts 2&3, Plan 62R-11613
Part of Parcel "A", Registered Plan No. 1007	Part 4, Plan 62R-11613
Part of Lot 8, Concession 8, Township of Barton	Part 1, Plan 62R-11613

b) That the Commissioner of Transportation/Environmental Services be authorized to submit this By-Law to the Minister of Municipal Affairs for approval.

c) That the By-Law attached to this report to carry out the closing, stopping-up and retention of the foregoing be enacted by Council.

d) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

G Aston

per L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd ....

Cont'd .....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

This closure was authorized for advertising by City Council on October 9, 1990.

Discussions with the two abutting owners have taken place as to the eventual acquisition of the closed lands. As part of the negotiations for acquisition it has been requested by the owner on the west side of Eleanor Avenue that the City immediately acquire the land at the rear of his property that is designated in the neighbourhood plan as road allowance. This is generally not done by the City as it is the City's practice to have a developer interested in creating lots acquire lands for road purposes. In this instance lots could be created from 727 Rymal Road facing the extension of Alma Avenue. If Eleanor Avenue is not purchased by the abutting owners it would be offered as a building lot on the open market.

No other representations have been received by this Department.

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department
cc: Mike Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO STOP-UP, CLOSE AND RETAIN THOSE PORTIONS OF ELEANOR AVENUE, FROM NORTH OF THE 120' LIMIT OF RYMAL ROAD TO THE SOUTH LIMIT OF ALMA AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 301 of The Municipal Act, Revised Statutes of Ontario, 1980, Chapter 302 to stop-up, close and retain any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton in adopting item of the Report of the Transport and Environment Committee on authorized the City to stop-up, close and retain portions of Eleanor Avenue, being more particularly described as Parts 1,2,3 and 4 on Plan 62R-11613.

AND WHEREAS the Corporation of the City of Hamilton is the owner of the above described lands.

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 301 of The Municipal Act for the four consecutive weeks; namely, July 24, July 31, August 7 and August 14, 1991.

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be hear, no matter whether in objection to, or in support of this By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of the highway described as,

   Parts of Eleanor Avenue, Registered Plan No. 853, designated as Parts 2 and 3, Plan 62R-11613
   Part of Parcel "A", Registered Plan No. 1007, designated as Part 4, Plan 62R-11613,
   Part of Lot 8, Concession 8, in the geographic Township of Barton, designated as Part 1, Plan 62R-11613

   All in the City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   are hereby stopped, closed and retained.

2. This By-law shall come into force and effect on the date of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62)

PASSED this day of A.D. 1991.

City Clerk Mayor

AUG - 8 1991

Elio Bachetti
727 Rymal Road East
Hamilton, Ontario
L8W 1B5

August 7, 1991

Ms. T. Agnello, Secretary
Transport & Environment Committee
Office of the City Clerk
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Ms. Agnello:

Re: Eleanor Avenue Closure

I am the owner of 727 Rymal Road East, Hamilton which is property located on the north west corner of Rymal Road East and Eleanor Avenue. I am enclosing a copy of your notice which appeared in the Spectator and is dated the 24th of July 1991 regarding the closure of a portion of Eleanor Avenue. I submit the following:

1. The closure of Eleanor Avenue will adversely affect my property and that of my neighbour on the east side of Eleanor Avenue by encouraging the dumping of garbage by motorists and pedestrians using Rymal Road as is presently happening on the north west corner of Rymal Road and Upper Gage Avenue. That property is starting to look like a garbage dump and I do not want that to happen to the property beside me.

To avoid this situation, I propose the following:

(a) In the future, a road will be required at the north limit of my property measuring 66 feet frontage on Eleanor by a depth of approximately 90 feet as shown on the approved plan of Eleanor Neighbourhood. A copy of the approved plan of Eleanor Neighbourhood is also enclosed for your reference. I propose that in exchange for the property which will be required for the road as proposed on the plan of Eleanor Neighbourhood, the City of Hamilton transfer to me a strip of land measuring 33 feet in width by the depth of the proposed closure plus the daylight corner abutting on my property.

As an alternative to the above suggestion, I am prepared to purchase the westerly 33 feet in width by the depth of the proposed closure plus the daylight corner at fair market value provided that when the City requires my property for the extension of Alma Avenue, the City of Hamilton will purchase it from me at the then fair market value.

Yours truly,

Elio Bachetti

Elio Bachetti

Enc.

c.c. The Mayor of the City of Hamilton
Mr. H. Merling, Alderman Ward 7
G. Grotke, Regional Engineer
G. McCallum, Regional Engineer

Regional Clerk





PUBLIC NOTICE

To stop-up, close and retain the portion of Eleanor Avenue, from north of the 120' limit of Rymal Road to the south limit of Alma Avenue.

Notice is hereby given pursuant to Section 301 of the Municipal Act R.S.O. 1980, Chapter 302 that the Council of the Corporation of the City of Hamilton proposes at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, August 27, 1991 to pass a by-law to stop-up, close and retain the Public Assumed Road Allowance of Eleanor Avenue, from north of the 120' limit of Rymal Road to the south limit of Alma Avenue, more particularly described as Parts 1, 2, 3 and 4 as designated on Plan 62R-11613.

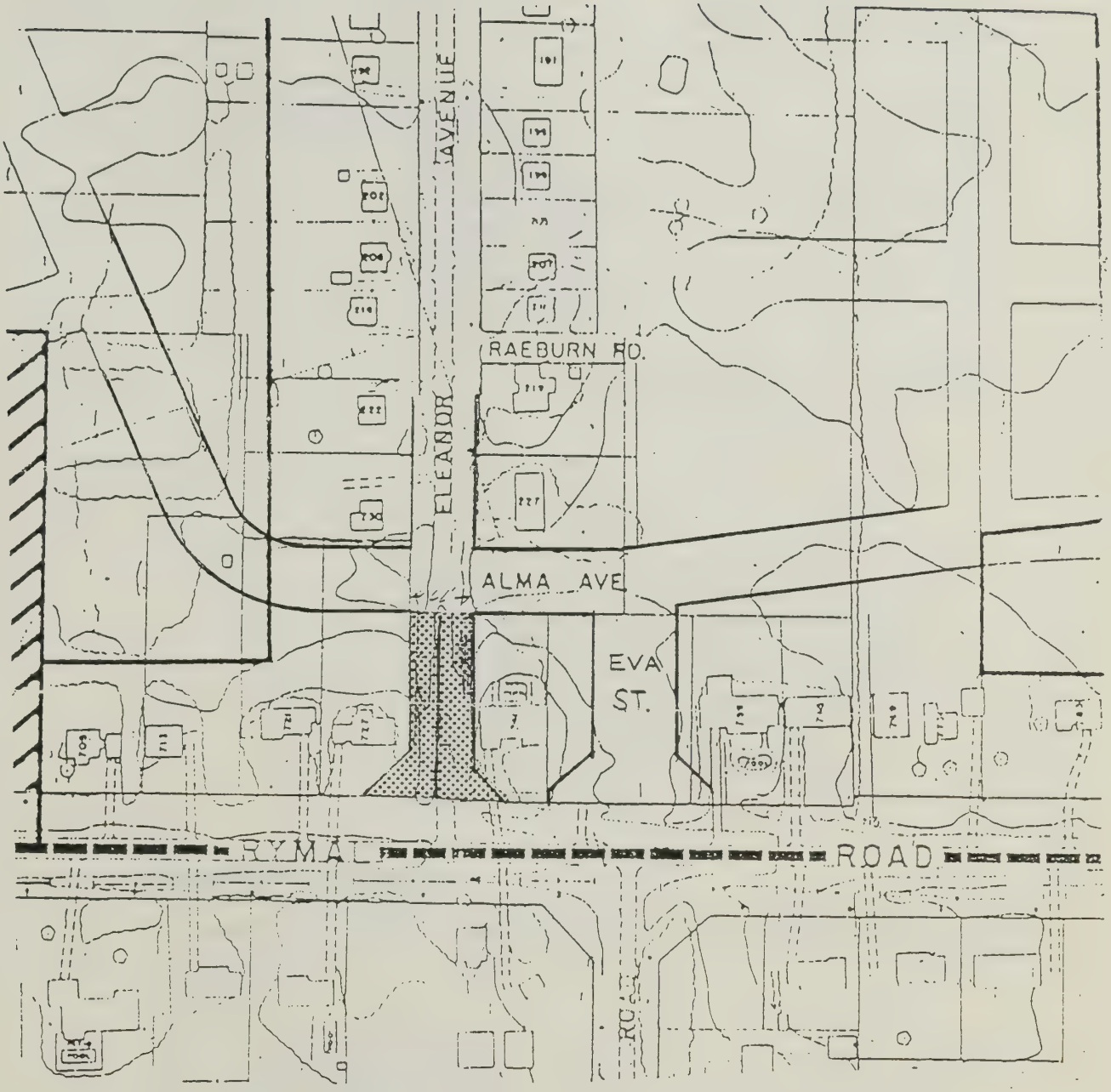
A plan (62R-11613) showing the lands to be affected and a draft of the proposed by-law may be seen in the Regional Engineering Department, 6th Floor, City Hall, Hamilton.

On Monday, August 19, 1991, at 10:00 a.m., City Council through its Tranportation and Environment Committee, will hear in person, or by his counsel, solicitor or agent, any person who claims that these lands will be prejudicially affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should make written application to the following individuals as soon as possible:

Ms. T. Agnello, Secretary
Transport and Environment Committee
Office of the City Clerk
City Hall, 71 Main Street West
Hamilton, Ontario
L8N 3T4

DATED at Hamilton, Ontario this **24th** day of **July** 1991.

K. Avery, City Clerk
Corporation of the City of Hamilton



LEGEND

PROPOSED ROAD CLOSURE

PROPOSED CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE	FILE NO.	NORTH
N. T. S.	T103-03(258)	

Monday, July 22, 1991
9:30 a.m.
Room 233, City Hall

1.1.

The Transport and Environment Committee met.

There were present:	Alderman H. Merling, Chairman Alderman V. Agro Alderman T. Cooke Alderman D. Drury Alderman D. Wilson Alderman V. Formosi Alderman T. Murray
Regrets:	Mayor Robert M. Morrow (City Business) Alderman D. Agostino (City Business)
Also Present:	Alderman M. Kiss Alderman B. Hinkley Alderman W. McCulloch Mrs. B. Price, Hamilton Safety Council Mr. L. Sage, Chief Administrative Officer Mr. J. Pavelka, Director of Public Works Mr. G. Aston, Acting Director, Engineering Department Mr. R. Meiers, Operations Engineer, Public Works Mr. M. Main, Director of Traffic Services Mr. M. Hazell, Manager of Community Traffic Services Mr. H. Solomon, Manager of Operations Mr. T. Bradley, Manager of Purchasing Mr. M. Watson, Manager, Property Department Ms. T. Agnello, Secretary

1. **APPROVAL OF THE MINUTES**

The Minutes of the meeting held June 17, 1991, were approved as circulated.

2. **CITY SOLICITOR**

Greenhill Avenue - Train Whistling

As recommended by the City Solicitor in a report dated July 5, 1991, the Committee recommended to Council as follows:

> Notwithstanding that the policy of insurance obtained by Canadian Pacific Limited for cessation of whistling at-grade crossings contains a clause excluding coverage for pollution (chemical releases or chemical spills), that the City of Hamilton proceed with the completion of the agreement specified in Item 32 of the Transport and Environment Committees ninth report, adopted by Council June 25, 1991.

3. **MANAGER OF PURCHASING**

Rental of Labour and Equipment for snow removal, 1991-92, 1992-93, 1993-94.

As recommended by the Manager of Purchasing in a report dated June 18, 1991, the Committee recommended to Council as follows:

That purchase orders be issued to December 31, 1991, for the rental of labour and equipment for snow removal, with an option in favour of the City to extend for three additional one year terms, expiring April 30, 1994, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, attached hereto as Appendix "A" and that this expenditure be financed through the Hired Equipment Clearing Account No. CH56602 60999.

4. DIRECTOR OF PROPERTY:

4.1 **Purchase of Land required for the extension of Forbes Avenue from Frank Russo and Paola Pasinato - Part of property at 1286 Upper James Street**

As recommended by the Director of Property in a report dated July 3, 1991, the Committee recommended to Council as follows:

(a) That an Option to Purchase executed by Frank Russo and Paola Pasinato on June 20, 1991 and scheduled for closing on or before September 23, 1991 for the purchase of part of the property at 1286 Upper James Street, required for the extension of Forbes Avenue in the Blossom Estates Subdivision, be approved and completed. The subject parcel contains 2,410 square feet (0.055 acre) and is shown as Part 3 on Plan 62R-10161. The purchase price of $8,000.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands-Transportation Capital) in which sufficient funds are available to finalize this transaction.

(b) That consideration in the amount of $2.00 has been paid to the owners and forms part of the purchase price.

4.2 **Sale of Alleyway - Frederick and Wilma Daskaluk - East/West Alley Directly North of Municipal Address at 103 East 19th Street**

As recommended by the Director of Property in a report dated July 10, 1991, the Committee recommended to Council as follows:

(a) That an Offer to Purchase, duly executed by Frederick and Wilma Daskaluk on July 3, 1991, and scheduled to close thirty (30) days after the enactment of a by-law to sell the closed portion of said alleyway, for the purchase of a portion of the East/West Alleyway directly South of Municipal Address 410 Upper Wentworth Street be accepted and completed. The portion to be purchased is more particularly described as the North half, front to rear, of the East/West 10 foot Alley abutting the North Limit of Lot 50, Registered Plan 541. Said alley portion has a frontage along the easterly limit of East 19th Street of 5 feet (1.524 metres) more or less, by a depth of 140 feet (42.6 metres) more or less. The purchase price of $1.00 be credited to Account Number CH 4X501 00102 (Sale of Land - Property Purchases).

(b) That an Offer to Purchase, duly executed by Frederick and Wilma Daskaluk on July 3, 1991, and scheduled to close thirty (30) days after the enactment of a by-law to sell the closed portion of said alleyway, for the purchase of a portion of the East/West Alleyway directly North of Municipal Address 103 East 19th Street, be accepted and completed. The portion to be purchased is more particularly described as the South half, front to rear, of the East/West 10 foot Alley abutting the North Limit of Lot 50, Registered Plan 541. Said alley portion has a frontage along the easterly limit of East 19th Street of 5 feet (1.524 metres) more or less, by a depth of 140 fe et (42.6 metres) more or less. The purchase price off $1.00 be credited to Account Number CH 4X501 00102 (Sale of Land - Property Purchases).

(c) That the sale of this Alleyway be conditional upon the following:

i. It is understood and agreed that this Offer to Purchase is conditional upon a Judge's Order being granted to stop up and close that portion of the alleyway being located directly north of 103 East 19th Street. In the event that the Judge's Order is not granted the Purchaser and City agree that this Agreement of Purchase and Sale shall be null and void and the deposit, if any, received by the City from the Purchaser shall be returned to the Purchaser without deduction or interest and the Purchaser agrees that he shall have no claim against the City for any cost, expense, interest, claim or damages as a result of the termination of this Agreement.

ii. It is understood and agreed by the Purchaser that the closing of the sale by the City of the subject property to him is also conditional upon the Municipality enacting a by-law to authorize the sale of the closed former highway and upon the compliance by the Municipality with the procedures for that purpose in the Municipal Act. In the event that the Municipality does not enact a by-law for the sale of the subject land to the Purchaser, the Purchaser and the City agree that this Agreement of Purchase and Sale shall be null and void and the deposit, if any, received by the City from the Purchaser shall be returned to the Purchaser without deduction or interest and the Purchaser agrees that he shall have no claim against the City for any cost, expense, interest, claim or damages as a result of the termination of this Agreement.

iii. It is understood and agreed that the exact area to be purchased will be determined by a survey provided by the Purchaser in compliance with the policy attributable to the closing of alleys.

iv. It is understood and agreed by both parties that the Purchasers (Mr. Frederick Daskaluk and Mrs. Wilma Daskaluk) have the right to assign this Agreement to another party prior to the completion of this transaction.

4.3 **City purchase from the Board of Education - lands required for roads in Chappel East and West neighbourhoods.**

As recommended by the Director of Property in a report dated July 16, 1991, the Committee recommended to Council as follows:

(a) That an Option to Purchase executed by the owner, The Board of Education for the City of Hamilton on July 3, 1991 and scheduled for closing on or before October 8, 1991, for the property known as Parts 1-14 on Plan 62R-11311, be approved and completed. The subject lands are irregular in shape and contain .9651 hectares (2.3849 acres) and are located south of Rymal Road East. The purchase price of $75,001.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital).

(b) That the Option to Purchase be conditional upon the following:

i. aa) It is understood and agreed by the Vendor and Purchaser, that the City of Hamilton will establish one foot reserves along the frontages of all the public streets being acquired in order to recover costs for services from the abutting developers in accordance with normal City and Regional policy (see letter dated May 31, 1991 from Mr. K. Brenner).

bb) It is understood and agreed by both parties, that $75,000.00 of the purchase price is for compensation being provided for Parts 4, 5, 6, 10, 12 and 13 on 62R-11311 (Upper Wentworth Street) and in view of the compensation being satisfactory to both parties, the Purchaser (City) will not recover any land costs associated with the lifting of the one foot reserve for lands abutting Upper Wentworth.

cc) It is further agreed that the land required for the public roads known as parts 1, 2, 3, 14, 7, 8, 9 and 11, 62R-11311 is being conveyed for the sum of $1.00 and here again there will be no land cost recovery.

ii. The Purchaser agrees to grant the Vendor a right-of-way over the said parcels of egress and ingress purposes until such time as they are incorporated into the roadway.

It is understood between the parties that the provisions contained in the above-mentioned conditions shall survive the closing of the sale and not merge and shall remain in full force and effect.

5. DIRECTOR OF PUBLIC WORKS:

5.1 **Policy for Industrial Roadside Beautification Program**

A discussion ensued regarding the importance of well maintained Boulevards on both City and Regional roads.

The Committee approved the following recommendation submitted by the Director of Public Works dated July 2, 1991, as amended to add subsection (c):

(a) That the "Criteria For Industrial Roadside Beautification Program" - July 1991 attached hereto as Appendix "B" be approved.

(b) That the criteria for Industrial Roadside Beautification Program be forwarded to the Region and the Region be requested to consider adapting a similar program on Regional roads.

(c) That the Regional Engineering Services Committee be requested to report on their construction contracts for improvements in boulevard areas on regional roads.

5.2 **Replace of Decorative Light Fixtures within the Downtown Core**

As recommended by the Director of Public Works in a report dated July 17, 1991, the Committee recommended to Council as follows:

(a) That the authorization given to the Commissioner of Engineering to issue a purchase order to Weinmann Electric Limited at a total cost of twenty-seven, four hundred and seventy-one dollars and fifty cents ($27,471.50) as per Item 13(b) of the 10th Report for 1990 of the Transport and Environment Committee approved by City Council on 1990 July 31, be rescinded; and

(b) That a purchase order be issued to Gerrie Electric to supply 92 light fixtures complete with high-pressure sodium lamps, brackets and 22" globes at a total cost of thirty thousand and thirty-eight dollars and ninety-two cents ($30,038.92); and,

(c) That a purchase order be issued to S & S Electrical Services for the installation of 92 decorative light fixtures on John, Hughson and King William Streets within Phase IIIB of the Downtown Action Plan at a total cost of two thousand dollars ($2,000).

6. <u>COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES:</u>

6.1 **Incorporating certain City lands into DiCenzo Drive by By-Law**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated June 28, 1991, the Committee recommended to Council as follows:

(a) That the City lands, known as parts 1,2,3,4,5 and 12 on Plan 62R-11790, be incorporated into DiCenzo Drive.

(b) That the appropriate By-Law to carry out the incorporation of the said lands into DiCenzo Drive be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

6.2 **Proposed Construction of Concrete Sidewalks on Sorrento Place**

The Committee was in receipt of a report from the Commissioner of Transportation/Environmental Services dated July 15, 1991. After brief discussion, the Committee recommended to Council as follows:

(a) That sidewalks be constructed on the east side of Sorrento Place from the north limit of house #35 sourtherly to Como Drive, and on the west side of Sorrento Place from the north limit of house #10 southerly to Como Drive.

(b) That the Subdivider, Di Cenzo Construction Company Limited, be advised of the limits of the sidewalk installation on Sorrento Place, and be directed to proceed with construction.

6.3 **Temporary Street Closures for a Cycle Race on Sunday, July 28, 1991**

The Committee was in receipt of a report from the Commissioner of Transportation/Environmental Services dated July 15, 1991.

Alderman Murray was concerned with the fact that the ward Aldermen had not been advised. He also was uneasy about the fact that the race will run through a residential neighbourhood.

Alderman Agro was concerned that residents may have problems regarding access to their homes.

Mr. Aston advised that at present there is no policy regarding cycle race routes. In this case the police have been advised and have no objection to the route. The residents have been advised of the race by the organizers.

The Committee moved to defer the remainder of discussion on this item to the latter part of the agenda.

7. DELEGATIONS

7.1 **Public Meeting pursuant to the Municipal Act regarding a by-law for the proposed widening to three lanes of Sanatorium Road from West 21st to Garth Street to provide a left turn lane at Garth Street.**

Mr. Fred Lee, Solicitor, on behalf of Mr. Peter Leung owner of the San Pharmacy at the corner of Sanatorium, was present in opposition to the widening based on the fact that his client will experience a decrease in parking spaces as a result of the widening which may affect his business.

Mr. Lee gave a brief history of the establishment which has been in existence since the second world war. He suggested that a traffic signal be installed and the street not be widened.

Mr. Lee admitted that the city property boundaries are to the door of the establishment but that the owners have always been permitted use of the parking area. He suggested that the road widening is primitive and should be further studied.

Alderman Murray commended the staff in recognizing and attempting to alleviate congestion problems in this neighbourhood.

He assured those present that fee spaces will be disrupted as a result of the widening.

Mr. Aston confirmed that 8 spaces presently exist and a sketch plan has been drafted which retains 7 spaces which will be confirmed after entering into a boulevard parking agreement with the City.

Subsequent to discussion, the Transport and Environment Committee recommended to Council as follows:

(a) That the By-Law to alter Sanatorium Road from West 21st Street to Garth Street be introduced and enacted by Council.

(b) That the Commissioner of Transportation/Environment Services be authorized to prepare the construction documents and to carry out construction this year.

7.2 **Public Meeting pursuant to the Municipal Act regarding a by-law for the stopping-up, closing and sale of the east/west assumed alley south of King Street between John and Catharine Street.**

Alderman Agro immediately declared an interest by virtue of business affiliation with one of the parties and left the room for the duration of this agenda item.

Mr. Marcel Mongeon, President of the Royal Connaught Hotel and Mr. Paul Pappas, owner of the Gaslight Restaurant were present.

Mr. Mongeon explained that the alleyway has a tunnel which has been the location of several assaults. He wishes to block up this tunnel in order to clean-up the title to the land and alleviate problems with access to the parking lot.

Mr. Pappas stated that the alleyway is presently used as parking space and for deliveries when small trucks can be accommodated. He expressed concern that the closure would cut off access to the rear of the building and pose as a safety hazard because it is needed as an access in case of fire.

The Secretary of the Committee noted that letters of objection have been received by Mr. T. Tarpos owner of Uncle Tommy's Wholesale Travel, 69 Main Street East, and Mr. L. Panek, solicitor, at 105 Main Street East, Room 504, as well as that of Mr. Pappas.

Alderman Drury advised the Committee that a recommendation was made to Council by the Transport and Environment Committee in 1985 to close the alleyway but the By-law was never passed.

The Committee suggested that only a portion of the East/West access be closed.

After discussion, the Committee resolved that Staff be directed to meet with Mr. Paul Pappas and Mr. Marcel Mongeon to determine which portion of the East/West alley South of King Street between John and Catharine Street is to be closed and that a report regarding this be brought forward to the Transport and Environment Committee.

7.3 **Public Meeting pursuant to the Municipal Act regarding a by-law in the stopping-up, closing and sale of the east/west alleyway south of Concession Street from East 38th Street to the north/south alleyway.**

- and -

7.4 **Public Meeting pursuant to the Municipal Act regarding a by-law for the stopping-up, closing and sale of the east/west alleyway south of Main Street East between Balmoral Avenue and Grosvenor Avenue.**

No delegations were present to speak on the alleyway closures.

As recommended by the Commissioner of Transportation/Environment Services in a report dated July 12, 1991, the Committee recommended to Council as follows:

(a) That the following City lands be sold to various abutting owners:

Sale of City Lands	Sale to	Description of Sale	Consideration
Alley south of Concession Between East 38th and East 39th	Peter Emery	Part 2, 62R-11097	$1.00
	Donald Wilds	Part 3, 62R-11097	$1.00
	Marc and Carol Corrin	Part 1, 62R-11097	$1.00
	Milorad and Dusica Kobiliski	Part 4, 62R-11097	$1.00
Alley south of Main (between Balmoral Avenue and Grosvenor)	Diego and Mary Sebastianutti	Part 5, 62R-10227	$1.00
	482115 Ontario Ltd.	Part 8 & 9, 62R-10227	
	Michael and Jessie Wyslobicky	Part 6, 62R-10227	$1.00
	George Badura	Part 2, 62R-10227	$1.00
	Mario Felicetti	Part 3, 62R-10227	$1.00

(b) That the appropriate By-Laws carry out the sale of the lands be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

7.5 **Barbara Weaver, Parents for a Safer Neighbourhood. Request for a school crossing guard - intersection of Queen Street and Aberdeen Avenue.**

Mrs. Weaver stressed the urgency of having a crossing guard at this location and stated that there have been many pedestrian accidents, one of which she was involved in.

She cited several recommendations from her report regarding traffic on Queen Street. She advised the Committee that her organization has produced a video of traffic at this intersection should anyone wish to view it.

Mr. Decker, a member of Parents for a Safer Neighbourhood was also present and supported Mrs. Weaver's recommendations.

Mrs. Price was of the opinion that a school crossing guard is warranted at this intersection.

The Committee Directed staff to investigate the feasibility of changing Queen Street to accommodate two-way traffic and to consider the recommendations in the submission from "Parents for Safer Neighbourhood" and report back to the Committee at the next Transport and Environment meeting.

After discussion, the Committee recommended to Council that a school Guard be assigned to the signalized intersection of Queen Street South and Aberdeen Avenue.

7.6 **Delegation regarding Truck Traffic on Lloyd Street.**

The Committee was in receipt of a report from the Director of Traffic Services dated July 18, 1991.

The Director of Traffic Services gave a brief history of the matter leading to the recommendation of the Transport and Environment Committee on August 20, 1990 and once again at this meeting regarding the trial closure of Lloyd Street at Chapple Street.

Mr. John LaScala of Consumer's Glass was present. He believes that there are 3 outstanding issues: 1) closure of Lloyd Street; 2) widening of the intersection; and 3) an application to make that section of Lloyd Street a truck route. He felt that the truck route application should be considered prior to the other options.

Mr. LaScala noted concern over access to the parking lot being affected as a result of barriers at Lloyd Street.

Mr. L. Fitzsimmons of 47 Lloyd Street explained that his vehicle was hit by a truck and his insurance was cancelled as a result. His concern is for his children and property. He stated that the truckers have flagrant disregard for use of the truck route and that the Consumer's Glass application to make Lloyd Street a truck route came after the residents complaints regarding truck traffic.

Ms. Vicki Loeffler of 36 Lloyd Street also was concerned about the safety of her 3 children. Last year while picketing Consumer's Glass she was struck by a truck. She explained that attempts have been made to meet with representatives of Consumers Glass to solve concerns but they are not being cooperative and have instead been verbally abusive.

Mr. Nelson Duffy of 49 Lloyd Street reiterated Ms. Loeffler's concerns. His vehicle was also hit by a truck last year.

Ms. Rene Freeman of 47 Lloyd Street explained that her son was almost hit by a vehicle due to the fact that the trucks frequently drive onto the sidewalk. She has put a fence around her property for protection.

Alderman Drury advised the Committee that attempts have been made to meet with representatives of Consumers Glass but they have not been cooperative. He added that trucks are still using the residential routes.

After discussion the Committee recommended to Council as follows:

(a) That staff be directed to erect barriers on Lloyd Street to permit automobile traffic but prohibit truck traffic.

(b) That staff investigate the possibility of opening up the old private roadway on Consumer's Glass property to provide access to truck traffic.

(c) That staff report back to the Transport and Environment Committee with any findings regarding the above-noted directions.

6. (Cont'd) COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

6.3 **Temporary Street Closures for a Cycle Race on Sunday, July 28, 1991**

Following discussion, the Committee directed that the recommendation of the Commissioner of Transportation/Environment Services be tabled in order that staff may meet with the organizers of the Cycle Race to redraft the route and come back to a special meeting of Transport and Environment, within the next two days, for approval.

6.4 **1991 City of Hamilton - Supplementary Road and Sidewalk Reconstruction Programme**

After brief discussion, the Committee moved to recommend the recommendation of the Commissioner of Transportation/Environmental Services dated July 15, 1991 as follows:

(a) That the following list be adopted as the Supplementary Program of the 1991 Road and Sidewalk Capital Reconstruction Programme:

-Mt. Albion Road at Albright Road, Traffic Signal Installation
-Barnesdale Boulevard, Dunsmure Road to Main Street
-Rodgers Road, King Street to Central Avenue
-Ashland Avenue, Tenth Avenue to Winchester Boulevard

Supplementary projects, in the order stated above, will be constructed in 1991, provided sufficient funds become available in the 1991 Road and Sidewalk Reconstruction Programme. The priority of projects not constructed in 1991 will be re-evaluated within the 1992 Reconstruction Programme.

(b) That the Commissioner of Transportation/Environmental services be authorized to undertake the works on behalf of the City of Hamilton once all the necessary approvals have been received.

(c) That the construction of concrete sidewalks on Maple Avenue between Ottawa Street and King Street be deleted from the 1991 Road and Sidewalk Reconstruction Programme and added to the 1992 Programme;

(d) That the road construction of MacLennan Avenue between Upper Wentworth Street and East 23rd Street not proceed, but rather sidewalk reconstruction and roadway reshaping commence as outlined in the City of Hamilton's 1991 Capital Road and Sidewalk Programme;

(e) That the reconstruction of Stirton Street from Wilson Street to Cannon Street not be proceeded with at this time.

(f) That the Finance and Administration Committee be requested to recommend the method of financing the above noted additional projects, estimated at $700,000.

THE COMMITTEE RECESSED FOR LUNCH AND RECONVENED IMMEDIATELY THEREAFTER.

6.5 **Rescind Approval to Close the Assumed Public Alleyway Between Hillview Street and Emerson Street South of Ainslie Avenue**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated June 28, 1991, the Committee recommended to Council as follows:

That the approval granted by City Council on June 26, 1990 in adopting Item 9 of the 9th Report of the Transport and Environment Committee to close the assumed public alleyway between Hillview Street and Emerson Street south of Ainslie Avenue, be rescinded.

6.6 **Establishment of "Elite Drive" as a City Road Allowance**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated July 12, 1991, the Committee recommended to Council as follows:

(a) That Rymal Road Developments Inc. be required as a condition of severance of land for proposed townhouse units, Part 11 on survey plan (draft reference plan) 90-1143-8 as prepared by Mackay, Mackay & Peters Limited for future Elite Drive from Upper Wentworth to approximately 75 metres east of Upper Wentworth Street and that the applicant's solicitor shall prepare the deed, satisfactory to the Regional Surveyor, register the deed and certify title to the city of Hamilton in a form satisfactory to the Law Department.

(b) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary By-Law to incorporate Part 11 into Elite Drive.

(c) That application be made to the Region for approval to establish Elite Drive from approximately 75 metres east of Upper Wentworth Street to Upper Wentworth Street, as a public highway pursuant to section 48(3) of the Regional Municipality of Hamilton-Wentworth Act. (Upper Wentworth-Regional Road No. 167)

6.7 **Encroachment Agreements**

As recommended by the Commission of Transportation/Environmental services in a report dated July 15, 1991, the Committee recommended to Council as follows:

That the applications to retain inadvertent encroachments and install temporary encroachments at the locations outlined on Appendix "C", be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environment Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That the first year fee and subsequent annual fee outlined in Appendix "C" be set for these encroachments.

8. DIRECTOR OF TRAFFIC SERVICES:

Pursuant to various recommendations in reports submitted by the Director of Traffic Services, the Committee recommended to Council that City Traffic By-law 89-72 be amended as follows:

8.1 **Intersection Control**

i) a. That east and westbound traffic on Sanatorium Road be required to stop at the intersections of West 22nd Street, West 24th Street, West 26th Street and West 32nd Street.

b. That the City Council recommend to the Regional Council that a traffic signal not be installed at the intersection of Sanatorium Road and Garth Street at this time.

ii) That northbound traffic on Oak Avenue be required to stop for eastbound and westbound traffic on Birge Street.

iii) That eastbound traffic on Northgate Drive be required to stop for northbound and southbound traffic on Moxley Drive.

iv) a. That four-way stop control be implemented at the intersection of Dundonald Avenue and Erindale Avenue.

b. That northbound traffic on Aberfoyle Avenue be required to stop for eastbound and westbound traffic on Montrose Avenue.

v) That three-way stop control be implemented at the intersection of Kentley Drive and Nugent Drive.

8.2 **Parking Regulations**

i) That a "No Stopping" regulation be implemented on the west side of Dunn Avenue commencing at Brampton Street and extended to a point 75 feet northerly therefrom.

ii) That a "Two Hour Parking Time Limit, 7:00 a.m. to 9:00 p.m., seven days a week" regulation be implemented on the south side of Maplewood Avenue between Lorne Avenue and Norway Avenue.

iii) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation and "Alternate Side Parking" regulation on West 35th Street between Bendamere Avenue and the south end be replaced with a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street.

iv) a. That the existing "Permit Parking" regulation on the south side of Colbourne Street between MacNab Street and Severn Street be shortened such that the regulation commences at a point 94 feet east of MacNab Street and extends to Severn Street;

b. That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Colbourne Street commencing at MacNab Street and extending to a point 94 feet easterly therefrom; and

c. That the maximum number of permits to be issued to residents of Colbourne Street between MacNab and Severn Streets be reduced from six to three.

v) That parking be permitted on the west of Mount Albion Road between Kingswood Drive and a point 165 feet south of Glencastle Drive between the hours of 7:00 a.m. and 2:00 a.m. on Saturdays and Sundays.

vi) a. That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the west side of West 34 Street from Bendamere Avenue to a point 333 feet northerly therefrom be extended such that the regulation extends to a point 456 feet north of Bendamere;

b. That the existing "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the east side of West 34 Street from Bendamere Avenue to a point 330 feet northerly therefrom be extended such that the regulation extends to a point 463 feet north of Bendamere; and

vii) That the existing one hour parking time limit in the meters on the north side of Jackson Street East between Catharine Street and Walnut Street be replaced with a two hour parking time limit.

viii) That the existing "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 6:30 p.m., 7 days a week" regulation on the east side of East 22nd Street commencing at a point 321 feet north of Fennell Avenue and extending to a point 25 feet northerly therefrom, be revised such that the regulation is in effect from 10:00 a.m. to 8:00 p.m., seven days a week.

8.3 **Corner Clearances**

i) That a "No Stopping", 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of East 25th Street commencing at Franklin Road and extending to a point 90 feet southerly therefrom.

ii) a. That stopping prohibited on the east side of Templemead Drive from Everest Street to a point 82 feet northerly therefrom; and

b. That stopping be prohibited on the east side of Templemead Drive from Everest Street to a point 64 feet southerly therefrom.

iii) That a "No Stopping" corner clearance be implemented on the north side of Dallas Avenue commencing at East 36th Street and extending to a point 49 feet easterly therefrom.

iv) That a "No Stopping" corner clearance be implemented on the north side of Main Street East commencing at Delena Avenue and extending to a point 111 feet westerly therefrom.

8.4 **Appointment of Parking Control Officers**

As recommended by the Director of Traffic Services in a report dated June 17, 1991, the Committee recommended to Council a follows:

(a) That, in accordance with Section 70 of the Police Act, the following persons be appointed as Parking Control Officers:

Mr. Uriel Thompson
Mr. Laurence Cardinal

(b) That the previous list of personnel appointed as Parking Control Officers be revised by deleting the following names:

Mr. John Tyne
Mr. Jack Anthony

8.5 **Bayfront/Nash Route - Bus Stop Relocation**

As recommended by the Director of Traffic Services in a report dated June 18, 1991, the Committee recommended to Council as follows:

(a) That in accordance with the request by the Hamilton Street Railway Company the following bus stop relocation be approved:

Route 4 Bayfront/Nash

Southbound - Quigley Road, west side, from 104 feet south of the south curb line of Albright Road (F/S) to 49 feet north of the north curb line of Albright Road (N/S).

(b) That the City Traffic By-law 89-72 be amended accordingly.

8.6 **Burlington Street East at Hillyard Street - School Crossing Guard**

After brief discussion, the Committee forwarded the following recommendation of the Director of Traffic Services dated June 25, 1991 to Council:

(a) That the School Crossing Guard presently located at the intersection of Burlington Street and Niagara Street be relocated to Burlington Street and Hillyard Street, subject to the installation of a traffic signal at the intersection of Burlington Street and Hillyard Street; and

(b) That the Engineering Services Committee of the Regional Council be so advised.

8.7 **Glencarry Avenue, north of King Street East - proposed narrowing and one-way southbound operation**

As recommended by the Director of Traffic Services in a report dated June 26, 1991 the Committee recommended to Council as follows:

(a) That Glencarry Avenue be operated one-way southerly from King Street East to a point 94 feet northerly therefrom;

(b) That stopping be prohibited on the east side of Glencarry Avenue from King Street East to a point 114 feet northerly therefrom;

(c) That stopping be prohibited on the west side of Glencarry Avenue from King Street East to a point 124 feet northerly therefrom; and

(d) That the City Traffic By-law 89-72 be amended accordingly.

8.8 **Ontario Provincial Bicycle Policy - Submission to the Ministry of Transportation**

As recommended by the Director of Traffic Services in a report dated July 16, 1991, the Committee recommended to Council as follows:

That the following recommendations be forwarded to the Ministry of Transportation, Ontario for consideration in the review of the provincial policy on bicycles:

(a) That the Ministry of Transportation of Ontario undertake studies and review background data to ascertain on a general basis the effects of promoting increased bicycle ridership of different types. Factors to be considered should include public health, roadway safety, energy, mobility and other related matters. The studies should consider the cost/benefit economics of allocating funds to bicycle facilities;

(b) That the Ministry of Transportation of Ontario consider providing subsidy for municipalities to undertake detailed studies specific to bicycle usage such as ascertaining the degree to which such usage will benefit municipalities, how to best promote increased bicycle use or planning for new facilities;

(c) That the Ministry of Transportation consider revising the existing policy to consider provision of paved shoulders for bicycle use on low-volume highways other than limited-access facilities, subject to criteria to be developed for selection and design;

(d) That, to encourage the development of bicycle facilities such as off-street bicycle paths or wider curb lanes within the municipalities, the Ministry of Transportation consider provision of subsidy for the construction and maintenance of such facilities;

(e) That the initiative of the Ministry of Transportation of Ontario to pass a mandatory helmet use law be supported, based on the understanding that such a law and the associated cost to cyclists is warranted as (a) the statistical information indicates that such a law will prevent cyclist injuries and (b) adequate enforcement can be achieved;

(f) That the Ministry of Transportation adopt a coordinating role to ensure continuity of bicycle routes between adjacent municipalities throughout the Province and consider the creation of a full-time staff position for this duty;

(g) That, to encourage commuter cycling, the Province of Ontario consider the feasibility of providing subsidy for employers, schools, etc. who provide secure, weather-proof bicycle storage facilities and/or new or improved change and shower facilities at their establishments; and

(h) That, where review indicates the need, new or additional educational programs should be developed and implemented in the areas of: helmet use; off-street riding skills; on-street cyclist laws and riding skills; and motor vehicle driver awareness of cyclist rights.

8.9 **Response to Public Comments: Pedestrian Safety Meeting**

The Committee was in receipt of a report from the Director of Traffic Services dated July 17, 1991.

Upon the request of Alderman Hinkley, the Committee agreed to table the matter in order that a copy of the staff report may be circulated to those groups present at the public meeting for review.

9. **MAYOR R.M. MORROW**

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North End East neighbourhood.

The Committee moved to table the matter to the next meeting.

10. **OTHER BUSINESS**

10.1 **Chairman's Remarks - Traffic Department request from Alderman Agostino**

The Chairman explained that his intention is not to restrict any Alderman's access to staff for requests but noted that staff has limited time and resources to deal with numerous requests.

The Committee agreed to table the matter to the next meeting.

10.2 **Alderman Wilson - Request for Summer Crossing Guard at Britannia Avenue and Tragina Avenue**

Pursuant to a request from Alderman Wilson, the Committee forwarded to Council the following recommendation.

That a Summer Crossing Guard be assigned to the intersection of Britannia Avenue and Tragina Avenue.

11. **ADJOURNMENT**

There being no further business the meeting adjourned.

TAKEN AS READ AND APPROVED,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Tina Agnello
Secretary

Ref: C14-9-91

NOTE: GST IS EXTRA AT 7% TO ALL PRICES

EQUIPMENT AND LABOUR FOR SNOW REMOVAL 1991-92, 1992-93, 1993-94

1) TRUCK MOUNTED SNOW PLOWS, COMPLETE WITH SNOW WING

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	1		17' with Wing 35,000 Single axle Ford 8000 1981	$ 95.00	$105.00	$115.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		8' blade 1 ton pickup, single axle, '83 Dodge	$ 45.00	$ 48.00	$ 52.00
Greco Bobcat Service & Concrete 6 Valora Court Hamilton, Ontario L8E 4S5	1		7' blade under 46,000 kg. single axle, 1980 GMC	$45.00	$46.00	$48.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	1		12' wing, single axle 17,500 GVW, 1983 Int. Model 2010A	$ 70.00	$ 75.00	$ 80.00
	1		14' one way plow 17,500 GVW, 1983 Int. Model 2010A	$ 70.00	$ 75.00	$ 80.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

1) TRUCK MOUNTED SNOW PLOWS. COMPLETE WITH SNOW WING Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Alan Heley 43 Jamie Ann Court Hamilton, Ontario L8W 1Y3		10	8' Blade	$ 46.00	$ 46.00	$ 48.00
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L8E 3P2		1	10' Blade, single axle, 14,000 GVW Ford L800 1980	$ 50.00	$ 53.00	$ 57.00
		1	10' Blade, Tandem 29,000 GVW Int. 2500 1979	$ 50.00	$ 53.00	$ 57.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

2) MOTOR GRADER MOUNTED SNOW PLOW & WING:

A) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $500 and $1,500 as per Page 4, Item 4. Standby Time a)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
F & S Excavating Ltd. 9 Tamarack Place Stoney Creek, Ontario L8N 2M7		Did not specify - 1	6' Blade, 1990 Toyota 4X4	$ 43.00	$ 43.00	$ 43.00
		Did not specify - 1	6' Blade, 1988 GMC	$ 43.00	$ 43.00	$ 43.00

B) HOURLY RATE PER TERM based on number of hours used with NO START UP COST as per Page 5, Item 4. Standby Time b)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
King Paving & Materials Co. Div. of KPM Industries Ltd. 3385 Harvester Road Burlington, Ontario L7R 3Y5	1		14' Blade Unit 1704 1969 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1706 1970 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1707 1971 Champion	$104.00	$106.00	$108.00
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	2		14' Blade Cat 140G	$154.21	$158.88	$163.55

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

2) MOTOR GRADER MOUNTED SNOW PLOW & WING:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Digit Contractors Ltd. R. R. #2 Binbrook, Ontario L0R 1C0	1		1978 13'6" Blade Champion 740	$145.00	$150.00	$155.00	GST extra
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	1		1975 602-T Champion	$135.00	$140.00	$145.00	
			1968 562-T Champion	$135.00	$140.00	$145.00	
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		13' Blade Double Axle, 1978 Champion 740	$135.00	$145.00	$152.00	
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0		1	13' Blade, Single Axle, 1966 Austin Western	$155.00	$165.00	$175.00	
		1	13' Blade, Single Axle, 1968 Austin Western	$155.00	$165.00	$175.00	

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

2) MOTOR GRADER MOUNTED SNOW PLOW & WING:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c) - Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Danbill Equipment Rental Ltd. 12 Whittaker Avenue Grimsby, Ontario L3M 3J1	1		14' Blade 1974 Champion 600	$147.00	$154.35	$162.06
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L8E 3P2	1		12' Blade Chamption 562 1967	$140.00	$148.00	$157.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

3) MOTOR GRADER ONLY:

A) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $500 and $1,500 as per Page 4, Item 4. Standby Time a)

NO BIDS

B) HOURLY RATE PER TERM based on number of hours used with NO START UP COST as per Page 5, Item 4. Standby Time b)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
King Paving & Materials Co. Div. of KPM Industries Ltd. 3385 Harvester Road Burlington, Ontario L7R 3Y5	1		14' Blade Unit 1705 1969 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1708 1973 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1709 1973 Champion	$104.00	$106.00	$108.00
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	1		Champion 740	$ 90.00	$ 94.00	$ 98.00
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	2		14' Blade Cat 140G	$154.21	$158.88	$163.55

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

3) MOTOR GRADER ONLY:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Sisson Construction Limited o/a Quigley Contracting 185 Hendershott Road, P.O. Box 178 Hannon, Ontario L0R 1P0	1		12' Blades Double Axles Cat. Model 14				
	1		Cat. Model 112				
	1		Adams Model 330				
	2		Adams 440				
	1		Champion 562	$118.00	$126.00	$135.00	
Digit Contractors Ltd. R. R. #2	1		13'6" Blade 1961 Cat. 12				
Binbrook, Ontario L0R 1C0	1		1962 Champion				
	1		1972 Champion				
		1	1962 Champion	$125.00	$130.00	$135.00	GST extra
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	1		1960 Cat 12	$125.00	$130.00	$135.00	
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		13' with front blade, 1981 Dodge D600	$118.00	$130.00	$143.00	

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

3) MOTOR GRADER ONLY: Cont'd.

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		13' Blade Double Axle, 1978 Champion 740	$120.00	$125.00	$135.00
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0			12' Blade Double Axle			
	1		1968 Cat 8T			
	1		1974 Cat 99E			
	1		1981 Cat 82V			
	1		1972 Cat 70D			
	1		1973 Cat 70D	$127.50	$135.00	$142.50
Danbill Equipment Rental Ltd. 12 Whittaker Avenue Grimsby, Ontario L3M 3J1			14' Blades			
	1		1980 Champion 562			
	1		1968 Champion 562			
	1		1968 Champion 560			
	1		1972 Wabco 666B	$128.40	$137.38	$146.99
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1		12', 4X4 15 Ton, M.F. 1805 1978	$104.00	$108.00	$112.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

3) MOTOR GRADER ONLY: Cont'd.

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L8E 3P2	1		12' Blade Cat 12 1969			
	1		13' Blade Cat 14 1965			
	1		13' Blade Wabco 666 1964	$129.00	$137.00	$145.00

Appendix "A" as referred to
in Section 3 of the Minutes of
the Transport and Environment
Committee Meeting of July 22, 1991

4) TANDEM REAR AXLE DUMP TRUCKS

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Gordon E. Cooper 545 Barnaby Street Hamilton, Ontario L8H 6T8	4		16 yds. Double Axle See list	$ 44.50	$ 46.00	$ 46.50	
Douglas H. Hawkes o/a Lakeview Haulage 54 Seabreeze Crescent Fruitland, Ontario L0R 1L0	4		16 yds. Double Axle See list	$ 42.00	$ 43.00	$ 44.00	
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	5	6	All 16 yds.except one 14 yd., Double Axles See List	$ 43.00	$ 44.00	$45.00	
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	2		14 yds.^{3}, Double Axle, Int. 1978 Ford 1978	$ 42.00	$ 43.00	$ 44.00	
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario	1	8	20 yds. Double Axle See List	$ 43.00	$ 45.00	$ 47.00	* plus taxes
Leo Stremble 802 Highway #97, R. R. #3 Puslinch, Ontario N0B 2J0	1		20 yds. Double Axle Ford 8000 1988	$ 46.00	$ 48.00	$ 50.00	

Appendix "A" as referred to
in Section 3 of the Minutes of
the Transport and Environment
Committee Meeting of July 22, 1991

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6	4	3	3 - 16 yds., 4 - 8 yds. Double Axles See List	$ 44.00	$ 46.00	$ 48.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontairo L8H 2L8	1 1		18 yds. Double Axle 1979 Ford 8000 1980 Mack DMM	$ 46.00	$ 50.00	$ 55.00
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	3		16 yds. Double Axle See List	$ 45.00	$ 48.00	$ 51.00
Stockford Haulage 60 Edith Avenue Hamilton, Ontario L8T 4H2	1		24 yds. Double Axle Int. 2674 1983	$ 38.00	$ 38.00	$ 38.00
J & R Trucking 6285 Regional Road 13, P.O. Box 52 Binbrook, Ontario L0R 1C0	1		19 yds. Double Axle 1989 Ford 8000	$ 46.00	$ 48.00	$ 50.00

Appendix "A" as referred to
in Section 3 of the Minutes of
the Transport and Environment
Committee Meeting of July 22, 1991

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Alfonsi Haulage 307 Huxley Avenue South Hamilton, Ontario L8K 2R5	1		17 yds. Double Axle 1980 Int. 51900	$ 43.00	$ 44.00	$ 45.00	
Mike Smrtka 118 Main Street North Waterdown, Ontario L0R 2H0	1		16-1/2 yds. Double Axle 1989 Ford L8000	$ 43.00	$ 44.00	$ 45.00	
Alan Heley 43 Jamie Ann Court Hamilton, Ontario L8W 1Y3		7	18 yds.	$ 46.00	$ 46.00	$ 48.00	
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	15		See List	$ 45.00	$ 45.00	$ 45.00	
David Flegg c.o.b. Flegg's Haulage 38 Benson Avenue Hamilton, Ontario L8H 3M9	1		16.2 yds. Double Axle, 1990 Kenworth T450	$ 47.00	$ 48.00	$ 49.00	
Molisan Construction Company Limited 40 Hildegard Drive Hamilton, Ontario L8K 5R9	1		14 cu.yds. Double Axle 1988 Ford 8000	$ 47.00	$ 49.00	$ 51.00	plus GST

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	10		14 cu.yds. Double Axle See List	$ 51.40	$ 56.07	$ 60.75
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L0E 3P2	16	5	15 cu.yds. Double Axle See List	$ 48.00	$ 52.00	$ 56.00
Pasinato Haulage Ltd. 213 Stone Church Road West Hamilton, Ontario L9B 1A2		50		$ 41.00	$ 42.00	$ 44.00
758565 Ontario Limited o/a Mountainview Excavating 908 Ridge Road East Vinemount, Ontario L0R 2G0	1		16 yard Double Axle GMC 1978	$ 43.00	$ 44.00	$ 45.00
J & M Caucci Concrete Ltd. 38 Cherryridge Close Hamilton, Ontario L8G 4X3	1		18 yards Double Axle Ford 1989	$ 51.00	$ 52.00	$ 53.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	40		18 cu.yds. Double Axle See List	$ 47.00	$ 49.00	$ 51.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
G.F. Mason Excavating P.O. Box 6 Fruitland, Ontario L0R 1L0	3		18 cu.yds. Double Axle See List	$ 47.00	$ 49.35	$ 51.80
Greco Bobcat Service 6 Valore Court Hamilton, Ontario L8E 4S5	2		16 yard Double Axle See List	$ 49.00	$ 50.00	$ 51.00
Tony & Paul Concrete 6 Hewitson Road Stoney Creek, Ontario L8E 2T4	2		16 & 18 yards Double Axle See List	$ 51.00	$ 52.00	$ 53.00
D. Swing Trucking P.O. Box 193 Hannon, Ontario L0R 1P0	2	4	Various yardages Double Axle See List	$ 42.00	$ 44.00	$ 46.00
Puglisi & Son Haulage Ltd. 524 Upper Kenilworth Avenue Hamilton, Ontario L8T 4H2	2	6	15 ft. Double Axles See List	$ 44.00	$ 46.00	$ 48.00
Roma Concrete & Paving 2 Hewitson Road Stoney Creek, Ontario L8E 2T4	2		16 cu.yds. Double Axles See List	$ 51.00	$ 52.00	$ 53.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

5) RUBBER TIRED LOADERS

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Molisan Construction Company Limited 40 Hildegard Drive Hamilton, Ontario L8K 5R9	1		1989 Ford 655 1-1/4 cu.yds.	$ 52.00	$ 54.00	$ 56.00	plus GST
Cardeen Construction Limited 11 Garden Avenue, Unit #8 Stoney Creek, Ontario L8E 2Y8	8		See List	$106.00 $ 66.00 $ 71.00	$109.00 $ 69.00 $ 74.00	$114.00 $ 74.00 $ 79.00	
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	5		See List	$ 52.00 $ 45.00 $103.00	$ 55.00 $ 46.00 $105.00	$ 60.00 $ 47.00 $107.00	
Alan Heley 43 Jamie Ann Court Hamilton, Ontario L8W 1Y3		4	1.5 yd.	$ 57.00	$ 57.00	$ 58.00	
O. Ciccarelli & Son Contracting 807 Highway 53 East, R. R. #1 Ancaster, Ontario L9G 3K9	1		'89 Caterpillar 2.5 yd.^{3}	$ 75.00	$ 77.00	$ 79.00	
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	2		1-1/2 yd.^{3}	$ 62.00	$ 64.00	$ 66.00	

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0	1	1	1-1/2 yd.	$ 55.00	$ 57.50	$ 60.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	4		1-1/2 yds.	$ 44.86	$ 46.73	$ 48.60
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	10		3 yard 1-1/4 yard	$ 85.00 $ 55.00	$ 90.00 $ 58.00	$ 95.00 $ 61.00
Mountsberg Excavating Inc. 1554 Old Highway 99, R. R. #3 Dundas, Ontario L9H 5E3	3		1-1/2 yard	$ 65.00	$ 67.50	$ 70.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontairo L8H 2L8	1		1 m^3	$ 56.00	$ 60.00	$ 65.00
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6		2	1-1/2 Bucket	$ 48.00	$ 50.00	$ 52.00

Appendix "A" as referred to
in Section 3 of the Minutes of
the Transport and Environment
Committee Meeting of July 22, 1991

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Angel Excavating Ltd. 420 Highway #8 Stoney Creek, Ontario L8G 1G2	1		1-1/2 yard	$ 52.00	$ 54.00	$ 56.00
F & S Excavating Ltd. 9 Tamarack Place Stoney Creek, Ontario L8N 2M7	2		2 yards	$ 45.00	$ 45.00	$ 45.00
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		1-1/2 yards	$ 83.00	$ 91.00	$100.00
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario		3	1-1/4 yards^3	$ 55.00	$ 57.00	$ 59.00
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	2		1-1/2 yards	$ 55.00	$ 55.00	$ 57.00
William Spear 161 Allenby Hamilton, Ontario L9A 2T6	1		1-1/4 yards ^{3}	$ 55.00	$ 57.75	$ 60.55

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	4		4 yards	$107.48	$112.15	$116.82
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L0E 3P2	2 6		1-1/2 yard^3 1-1/2 yard^3	$ 60.00 $ 78.00	$ 64.00 $ 83.00	$ 68.00 $ 88.00
Digmor Excavating Ltd. 120 Second Road West Stoney Creek, Ontario L8G 3X4	1	1	1-1/2 yard	$ 54.00	$ 56.00	$ 58.00
Pasinato Haulage Ltd. 213 Stone Church Road West Hamilton, Ontario L9B 1A2		1	Front Blower 1-/2 yd.	$ 55.00	$ 56.00	$ 58.00
Bill Wilcockson Trenching 182 East 19th Street Hamilton, Ontario L9A 4S5	1		1-1/2 yards	$ 57.50	$ 58.50	$ 59.50
758565 Ontario Limited o/a Mountainview Excavating 908 Ridge Road East Vinemount, Ontario L0R 2G0	2		Various sizes 24"	$ 55.00	$ 57.00	$ 59.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
J & M Caucci Concrete Ltd. 38 Cherryridge Close Hamilton, Ontario L8G 4X3	1		1 yard	$ 57.00	$ 58.00	$ 59.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	15		3 yard^3 1.5 yard ^{3}	$ 92.00 $ 62.00	$ 97.00 $ 67.00	$102.00 $ 72.00
G.F. Mason Excavating P.O. Box 6 Fruitland, Ontario L0R 1L0	1 3		3-1/2 yd.Bucket 1-1/8 yd.Bucket	$ 85.00 $ 58.00	$ 89.25 $ 61.00	$ 93.70 $ 64.00
Greco Bobcat Service 6 Valore Court Hamilton, Ontario L8E 4S5	1		1 Yard	$ 59.00	$ 60.00	$ 61.00
Tony & Paul Concrete 6 Hewitson Road Stoney Creek, Ontario L8E 2T4	1		1 Yard	$ 57.00	$ 58.00	$ 59.00
D. Swing Trucking P.O. Box 193 Hannon, Ontario L0R 1P0		2	1-1/2 yds.	$ 46.00	$ 48.00	$ 50.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Roma Concrete & Paving 2 Hewitson Road Stoney Creek, Ontario L8E 2T4	1		1 Yard	$ 57.00	$ 58.00	$ 59.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5'

	Number of Units Owned	Non-Owned	Size of Blade	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Artek 617180 (Wayne Gater) 250 Kemp Road West Grimsby, Ontario L3M 4E7	5		5'	$ 58.00	$ 61.00	$ 64.00
O. Ciccarelli & Son Contracting 807 Highway 53 East, R. R. #1 Ancaster, Ontario L9G 3K9	1 1		48" 60"	$ 45.00	$ 46.00	$ 47.00
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1	 1	4' Blade or Snowblower 5'	$ 62.00	$ 64.00	$ 66.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	2		4-1/2' bucket	$ 41.12	$ 42.99	$ 44.86
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	1			$ 52.00	$ 55.00	$ 58.00
Harold J. Martin o/a Crescan Landscape Contractors P.O. Box 4056, Station D Hamilton, Ontario L8V 4L5	2	1	See List	$ 50.00	$ 54.00	$ 58.00

Appendix "A" as referred to
in Section 3 of the Minutes of
the Transport and Environment
Committee Meeting of July 22, 1991

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5' Cont'd.

	Number of Units Owned	Non-Owned	Size of Blade	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6	1	1	60"	$ 44.00	$ 45.00	$ 46.00
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario	1	1	4'11"	$ 45.00	$ 47.00	$ 49.00
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	1 1 1		48" or 60" 48" 32"	$ 38.00 $ 30.00 $ 25.00	$ 42.00 $ 34.00 $ 28.00	$ 47.00 $ 38.00 $ 30.00
851694 Ontario Inc. o/a Battlefield Bobcat Service 367 Hemlock Avenue Stoney Creek, Ontario L8E 2C9	2		59"	$ 46.00	$ 47.00	$ 48.00
William Spear 161 Allenby Hamilton, Ontario L9A 2T6	1		4'11"	$ 45.00	$ 47.25	$ 49.65

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5' Cont'd.

	Number of Units Owned	Non-Owned	Size of Blade	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	2		4'8" Blade and Bucket	$ 50.00	$ 50.00	$ 53.00
Triple "G" Fencing & Landscaping 1592 Upper Gage Hamilton, Ontario L8W 1E7		2	Skid Steer Loaders Bucket or Blade 54" & 60"	$ 48.00	$ 49.00	$ 50.00
Sunset Landscape Construction Ltd. P.O. Box 7045 Ancaster, Ontario L9G 3L3	2		54"-60"	$ 48.00	$ 52.00	$ 56.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	20		Blade & Bucket 54"-60"	$ 60.00	$ 65.00	$ 70.00
Greco Bobcat Service 6 Valore Court Hamilton, Ontario L8E 4S5	1		5'	$ 51.00	$ 52.00	$ 53.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

7) WHEELED SIDEWALK CLEANER WITH BLOWER

	Number of Units			HOURLY RATE PER TERM		
	Owned	Non-Owned	Size of Bucket	Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	20		8' Blade, V8 4X4 Trucks	$ 49.00	$ 53.00	$ 57.00

Appendix "A" as referred to
in Section 3 of the Minutes of
the Transport and Environment
Committee Meeting of July 22, 1991

8) TRACK SIDEWALK CLEANER WITH BLADE LESS THAN 5'

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Benny Haulage Limited 66 Hillyard Street Hamilton, Ontario L8L 6B4	1		1978 5'	$ 68.00	$ 73.00	$ 78.00
741806 Ont. Inc. o/a Blizzard Snow Plowing 669 Beach Blvd. Hamilton, Ontario L8H 6X8	1		1974 48"	$ 50.00	$ 52.00	$ 55.00
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	3		1974/5 4'8"	$ 50.00	$ 50.00	$ 53.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	4		54"	$ 68.00	$ 73.00	$ 78.00

9) TRACK SIDEWALK CLEANER WITH BLOWER NO BIDS

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

10) MISCELLANEOUS EQUIPMENT

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Cardeen Construction Limited 11 Garden Avenue, Unit #8 Stoney Creek, Ontario L8E 2Y8	1		Cat D7 1988 Blade with Cab Hi Track	$ 95.00	$ 98.00	$103.00
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	1 1		Track Loaders Cat 953 1985 Cat 963 1987	$ 79.00	$ 81.00	$ 83.00
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1 1 1		Int.1066 1980 140 HD 8'Snowblower MF 1185 1978 140 HD 8' Snowblower GMC 2500 1989 Pickup 4x4 8' Blade	$100.00 $100.00 $ 60.00	$104.00 $104.00 $ 62.00	$108.00 $108.00 $ 64.00
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0	1		1991 Dodge Truck complete with rev. plow, 4X4, 1 ton dual wheels	$ 40.00	$ 42.50	$ 45.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	1 1 1		GMC 3/4 Ton 1985 4 Way Angle Blade Jeep 4X4 1989 4 Way Angle Blade Jeep 4X4 1988 4 Way Angle Blade	$ 37.38	$ 39.25	$ 41.12
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	7		JD 450 Dozer 6 way Blade JD 550 Dozer 6 way Blade JD 750 Dozer	$ 61.00 $ 62.00 $ 78.00	$ 64.00 $ 65.00 $ 80.00	$ 67.00 $ 68.00 $ 82.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

10) MISCELLANEOUS EQUIPMENT Cont'd.

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Harold J. Martin o/a Crescan Landscape Contractors P.O. Box 4056, Station D Hamilton, Ontario L8V 4L5	2	1	'88/89 3/4T 4X4 with 7-1/2' Western Plow	$ 50.00	$ 54.00	$ 58.00
	2		'88/89 Gravely 5400 12 hp with 48" blade or 39" snow thrower	$ 32.00	$ 35.00	$ 39.00
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		Ford 555A 1985 Loader/Backhoe	$ 77.00	$ 85.00	$ 84.00
Keldi Enterprise	1		'78 Jimmy 4X4 7-1/2' Blade	$ 43.00	$ 45.00	$ 47.00
2075 Nebo Road, R. R. #2	1		'75 Chev 1 ton 4X4 8-1/2' Blade	$ 43.00	$ 45.00	$ 47.00
Mount Hope, Ontario		4	On request	$ 43.00	$ 45.00	$ 47.00
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	1		'90 Bobcat 743 5' bucket	$ 45.00	$ 46.00	$ 47.00
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	3		1 ton 8' Arctic Plow & 2 yd. Sanding Unit '89/'90/'91	$ 40.00	$ 45.00	$ 50.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

10) MISCELLANEOUS EQUIPMENT Cont'd.

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	2		Ford 4X4 Power Angle Plow '80/'87	$ 50.00	$ 50.00	$ 53.00
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	3		Rubber Tire Backhoes '87/'90	$ 88.79	$ 93.46	$ 98.13
Sunset Landscape Construction Ltd. P.O. Box 7045 Ancaster, Ontario L9G 3L3	1		'88 GMC 1 Ton 8' Blade	$ 48.00	$ 52.00	$ 56.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	2		Single axle 10 cu.yd. dump sander with spinners, equiv. to City sanders '83 Intern/2010A	$ 70.00	$ 75.00	$ 80.00

Appendix "A" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

Appendix "B" as referred to
in Section 3 of the Minutes of
the Transport and Environment
Committee Meeting of July 22, 1991

CRITERIA FOR INDUSTRIAL ROADSIDE BEAUTIFICATION PROGRAM - JULY 1991

This program is offered to beautify the city owned portion of industrial roadside areas on a 50/50 cost share of the initial capital cost providing the adjacent property owner enters into an agreement with the City of Hamilton to maintain the landscaping.

Criteria

Design

1. Applicant must submit design plan to Public Works, Parks Horticulture with 2 cost estimates for beautification on road allowance.

2. Design to include all overhead and underground utility locates.

3. Must comply with City by-laws.

4. No electric receptacles or lights will be affixed to trees.

5. Parks Horticulture will approve design.

Estimates and Maintenance

1. Estimates to include 1 year warranty on installed plant material.

2. All plant material installed to be maintained by property owner, including: watering, fertilizing, weeding, insect and disease control.

3. All trees planted on the road allowance become the responsibility of the Public Works Department and will be scheduled for trimming in Grid Program.

4. Any replacement trees required will be cost shared between the property owner and the City on a 50/50 cost share basis.

5. Architecturally designed signage to be developed and displayed.
   ie: "This roadside beautification project has been undertaken
   jointly by ___firm name____ and the City of Hamilton,
   Public Works Department.

Appendix "B" as referred to
in Section 3 of the Minutes of
the Transport and Environment
Committee Meeting of July 22, 1991

Approval

1. Recommendation Report to the Transport and Environment Committee specifying selected addresses for program based on the date received by the Public Works Department.

2. Upon Council approval, Property owner may proceed with design installation.

3. Upon completion of project, the Public Works Department will inspect site and recommend entering into the agreement whereby the adjacent property owner will be responsible for the maintenance of the landscaping.

4. Upon completion of the agreement which is to be registered on title by the property owner, the Public Works Department will approve release of 50% of the capital cost.

PSU/rb

Council Date: July 30, 1991

SCHEDULE "A"

Location	Type of Encroachment	Solicitor/Agent	Fees 1st Year/Annual	File No.
15 West Ave N	areaway encroaches onto West Ave. N. by 4.0'x14.4'	Lewis, Brown Scarfone, Fernihough Brown P.O.Box 926 Station 'A' Toronto L8N 3P9	$230.00/$106.40	T103-50(924)
182 Rebecca St.	planter boxes encroach onto Rebecca St. by 1.2m x 5.2m	J. Beume Real Estate, 100 Adelaide St. W. Suite 803 Toronto	$230.00/$46.00	T103-50(933)
1 Vine St.	2 wheel chair ramps and steps encroach by 1.0m x 20.4m	J. Beume Real Estate, 100 Adelaide St. W. Suite 803 Toronto	$48.00/20.00	T103-50(932)
99-101 Ferrie St.	enclosed porch and steps encroach onto Ferrie St. by 3.6' x 14.8'	Misir, Burych 880 St. Clair Ave. W. Toronto M6C 1C5	$125.00/20.00	T103-50(931)
178 Napier St.	frame veranda measuring approximately 3.08' x 25.81'	Simpson & Watson Barristers & Solicitors 950 King Street W. Hamilton L8S 1K8 L8S 1K8	$132.00/20.00	T103-50(927)
190 King William	a) a canopy measuring 1.0m x 4.30m b) paved layby measuring 3.0m x 32.40m both encroaching onto King William St. c) landscaping measuring encroaching onto Ferguson Avenue by 3.0m x 40.0m d) concrete and interlocking paving stones encroach onto Ferguson Ave. and King William Street by 2.5m x 56.5m and 5.0m x 69.5m respectively	Peter Mandia 255 West Ave. N.	$132.00/$20.00	T103-50(884)

Appendix "C" as referred to in Section 3 of the Minutes of the Transport and Environment Committee Meeting of July 22, 1991

Wednesday, July 24, 1991
4:30 o'clock p.m.
Room 233, City Hall

1.2.

The Transport and Environment Committee met in special session.

There were present: Alderman H. Merling, Chairman
Alderman V. Agro, Vice Chairman
Alderman T. Cooke
Alderman D. Wilson
Alderman V. Formosi
Alderman T. Murray

Absent: Mayor Robert M. Morrow (City Business)
Alderman D. Agostino (City Business)
Alderman D. Drury (City Business)

Also present: Alderman W. McCulloch
Ms. Bernice Price, Hamilton Safety Council
Sgt. Williamson, Hamilton-Wentworth Regional Police
Sgt. Trafford, Hamilton-Wentworth Regional Police
Mr. L. Sage, Chief Administrative Officer
Mr. G. Aston, Regional Engineering
Mr. D. Duncan, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. G. Corsini, Hamilton Parking Authority
Mr. K. Littlewood, Hamilton Street Railway
Ms. T. Agnello, Secretary

1. <u>COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES</u>

Temporary Street Closures for a Cycle Race on Sunday, July 28, 1991.

Mr. Farrar, agent for Cycle Hamilton, was present. He explained that minor changes in the route have been made, the most notable being a change in route from Hess Street to Bay Street and a change in the finish.

Police assured that residents will have access to their property for the duration of the duration of the race.

Mr. Littlewood advised that the change to Bay Street would not be a problem since there is no bus operation on Bay Street on Sunday.

The Public Works and Traffic Departments have no concerns with the recommended race route.

After discussion, the Committee forwarded to Council the following recommendation of the Commissioner of Transportation/Environmental Services dated July 23, 1991:

> That approval be given to the action taken by the Transport and Environment Committee in approving the application of Mr. T. Farrar, agent for Cycle Hamilton (244 Jackson Street West, Hamilton L8P 1M5) to temporarily close the following City Streets on Sunday July 28, 1991 from 1:30 p.m. to 5:30 p.m. to hold a Cycle Race:
>
> i. Claremont Drive West 5th Street to Arcade Crescent
> ii. Arcade Crescent from Claremont Drive to Gateview Drive
> iii. Gateview Drive from Arcade Crescent to Cloverhill Road
> iv. Cloverhill Road from Gateview Drive to Brantdale Street
> v. Brantdale Street from Cloverhill Road to West 5th Street
> vi. Hunter Street from Bay Street to Park Street

be approved; subject to the following conditions:

(a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

(b) That advance temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways and at the expense of the organizing group.

(c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

(d) That the applicant provide proof of $2,000,000 public liability insurance naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(e) That the applicant reimburse the Regional Police, Transportation/ Environmental Services, City of Hamilton, Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

(f) That no property owner or resident within the barricaded area be denied access to their property upon request.

(g) That all property owners and tenants along the closed portion of the route be notified of the bicycle race by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

10. **ADJOURNMENT**

There being no further business the Committee meeting adjourned.

TAKEN AS READ AND APPROVED,

Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

AUG - 9 1991 2.

CITY OF HAMILTON

— RECOMMENDATION —

DATE: 1991 August 9

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Right-of-Way City owned land Parkdale Avenue North, north of Burlington Street East - Philip Environmental Service Corp.**

RECOMMENDATION:

a) That the agreement granting the Steel Company of Canada access over City owned lands used as an Industrial Spur Line on the west side of the most northerly portion of Parkdale Avenue North, approved by City Council December 27, 1955 as Item 8 of the 21st Report of the Committee of Works be terminated.

b) That the City enter into a new agreement granting Philip Environmental Service Corp., during the pleasure of City Council, the use of a portion of the Industrial Spur Line, as public crossing, providing they assume full responsibility for the construction, maintenance and use of the crossing at their expense and that they indemnify and save harmless the City from all claims, damages and expenses it may be put to by reason of the construction and maintenance of such crossing and if in the opinion of the City the railway traffic at this location becomes heavy or congested and a grade separation is found necessary, this permission is to be rescinded. The area being requested is 74.3 square metres (800 square feet), more or less, being triangular in shape on the west side of the most northerly portion of Parkdale Avenue North, for the sum of $1.00 plus legal fees in the amount of $500.00 be credited to Account Number CH 4X999 00102 (Other Revenues - Reserve for Property Purchases). The agreement is to commence on the first day of the month following City Council's approval.

c) That The Steel Company of Canada shall prepare a survey satisfactory to the Manager of Field Surveys, showing the exact area to be described in the agreement prior to the agreement being executed.

d) That the lands granted by the City to Philip Environmental Service Corp. include an area sufficient enough to support the asphalted surface and also any side slopes on embankments required to support the driveway/road bed and the access design be acceptable to the City of Hamilton's Traffic Department.

e) That the City Solicitor be authorized to prepare the necessary agreement documents.

f) That the Mayor and City Clerk be authorized to execute the agreement documents.

D. H. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

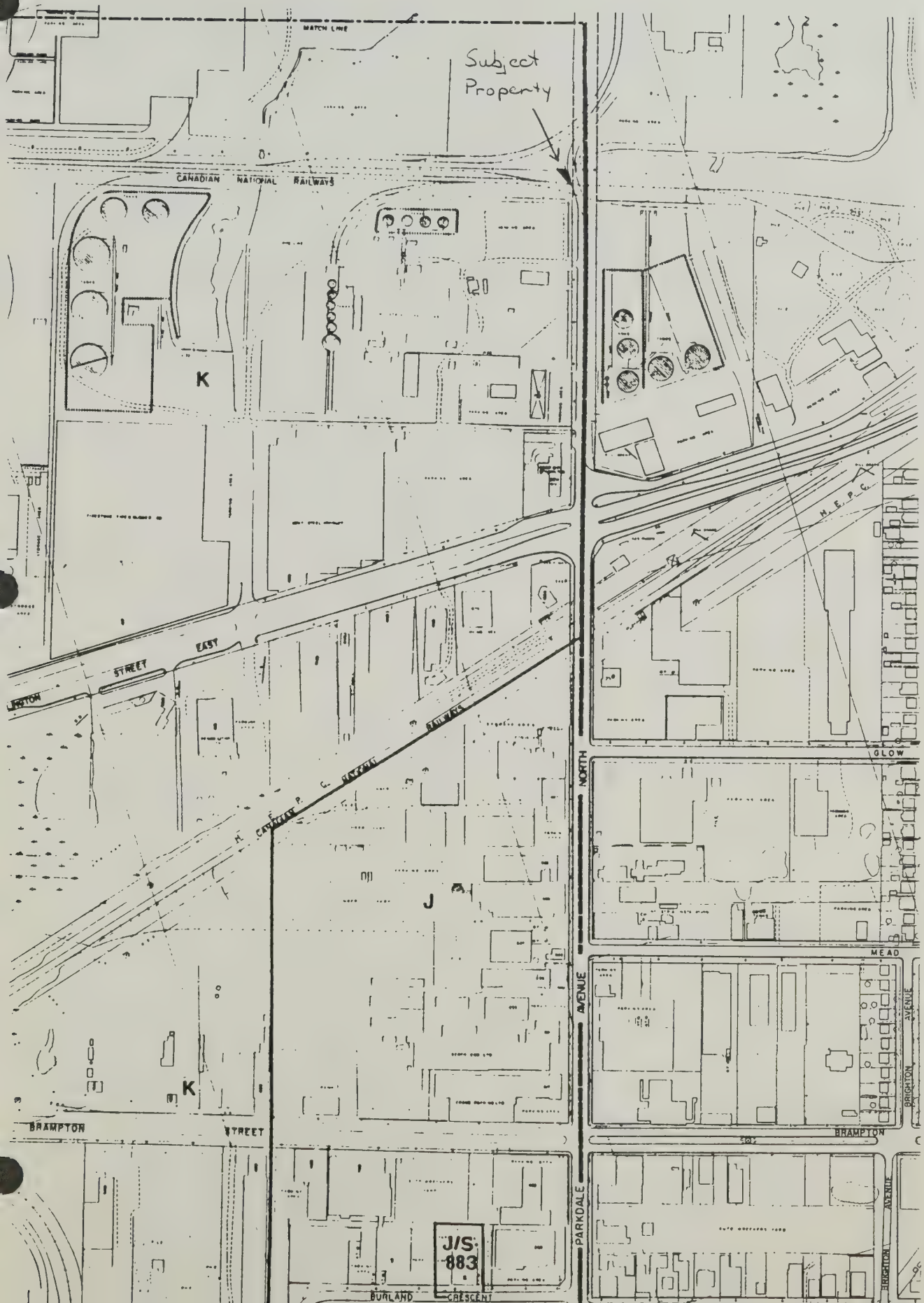
The Steel Company of Canada is currently in the process of selling a portion of their lands to which access has been granted since 1955 over the subject City owned lands. The purchaser of the Steel Company of Canada's lands is Philip Environmental Service Corp. who have made a request to enter into a similar agreement with the City for access purposes across the City owned lands, under the same terms and conditions as set out in the previous agreement with the Steel Company of Canada.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. A. L. Georgieff, M.C.I.P., Director, Local Planning Division
  Attention: Mr. N. Hostiuc
- Mr. M. F. Main, P. Eng., Director of Traffic Services
  Attention: Mr. R. Karl
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
  Attention: Mr. H. Groen

(4505)

Industrial Sector - 6
Zoning



3.1

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 August 7

TO: Ms. T. Angello, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka P. Eng.
Director of Public Works

SUBJECT: Rightsizing
Two Mechanic's Helper Positions

RECOMMENDATION

1. That two presently vacant Mechanic's Helper Positions in the Fleet Services Division of the Public Works Department for an estimated annual savings of approximately $ 76,282.75 be eliminated.

2. That two Equipment Mechanic II's positions (annual salaries estimated approximately $ 77,147.20) be reclassified to two Licensed Mechanics positions. (annual salaries estimated at approximately $ 90,316.83)

J. G. Pavelka

FINANCIAL ANALYSIS

The elimination of two vacant Mechanic's Helper positions and the upgrading of two Equipment Mechanic II positions to two Licensed Mechanics nets an annual savings of approximately $ 53,113.62.

2 Mechanic Helper Positions @ $ 32,323.20 per year *	$ 76,282.75
2 Licensed Mechanics Positions @ $ 38,274.80 per year *	$ 90,316.83
2 Equipment Mechanic II Positions @ $ 32,689.28 per year *	$ 77,147.20
Increase in upgrading	$ 13,169.63

* 18% of salary is added for benefits		
net savings in eliminating 2 Mechanic		$ 76,282.75
Helper positions and upgrading 2 Equipment	-	$ 13,169.63
Mechanic II positions to 2 Licensed Mechanic		
positions.		$ 63,113.12

BACKGROUND

Currently there are two vacant Mechanics Helper positions that can be eliminated from the staff compliment.

Simultaneously, the workload is such that two additional Licensed Mechanics are required. An additional Licensed Mechanic is required to staff the garage bays being built at the new garage for Traffic Department Operations Centre on Upper Ottawa Street. In addition the Fleet Services Division anticipates additional work because in 1990, 68 additional pieces of equipment were added to the fleet and in 1991, 23 additional pieces of equipment are being added to the fleet. As well, it is anticipated that more preventive maintenance type mechanical work will be undertaken at Central Garage on the City's car fleet.

To create the two additional Licensed Mechanics positions it is possible to reclassify two Equipment Mechanic II positions.

c.c. L. Sage Chief Administrative Officer
J. Johnston Commissioner of Human Resources
G. Kerr Manager of Fleet Services
C. Guthro Superintendent of Operations
J. Keenan President C.U.P.E. Local 5

3.2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 August 15

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: UI Job Creation Section 25 Programme

RECOMMENDATION:

a) That the Streets and Sanitation Division of the Public Works Department be authorized to make application to the Federal Government for the Canadian Job Strategies Unemployment Job Creation Section 25 Programme for funds totalling approximately fifteen thousand dollars ($15,000.) to employ two temporary full-time staff to assist in research and to establish a terms of reference and guidelines and, assist in the implementation of the following programmes: Poster Buster, Information Kiosk and Curb Ramping Programmes within the Public Works Department; and,

b) That the Mayor and the City Clerk be authorized to sign the Federal/Municipal Agreement for the purpose of implementing the UI Job Creation Section 25; and,

c) That the Law Department be authorized to execute the Agreement referred to in (b); and,

d) That the Treasury Department be authorized to execute the financial administration of the UI Job Creation Section 25.

J. G. Pavelka

J. G. Pavelka, P.Eng.
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

...../2

BACKGROUND:

In response to Alderman B. Hinkley's request and the direction given by the Transport and Environment Committee and City Council, the application to the UI Job Creation Section 25 Programme is being made to be eligible for two staff for the Poster Buster Program.

The UI Job Creation Section 25 Programme is designed to link up unemployed workers with businesses and organizations, help workers maintain their skills and help businesses complete projects. Projects must ordinarily create at least two new jobs, last between six and 52 weeks and not displace any existing employees or volunteers. Projects should have objectives which can be completed in a specific time frame.

Eligible Employers

Businesses, municipalities, individuals and non-profit organizations.

A maximum wage per week would be four hundred and eight dollars ($408.). Employers may receive up to one hundred and twenty-five dollars ($125.) per worker per week for other related costs such as materials and supplies. Project ends 1991 December 13.

Eligible Employees

Unemployment Insurance claimants referred by a Canada Employment Centre. They receive enhanced UI benefits while on the project.

Poster Buster Program

Although, the Poster Buster Program will provide two staff to travel throughout the City to remove posters, the two staff involved will be responsible to the following:

1. recording the offenders, names of the organizations, addresses and telephone numbers

2. recording the frequency by which any company/organization contravenes the By-law and posts posters

3. attempts to witness and record an offender so that the City can prosecute

4. potentially appear in court as the City's witness to sustain the charge and the prosecution

...../3

5. co-ordinate the letters being sent out to the offenders to encourage them not to continue posting posters

Information Kiosks

In addition to aggressively removing and dissuading the posting of signs, it is staffs' opinion that the City should also actively look at providing alternative locations for the posting of posters at "information kiosks". Within this activity, the two staff will be expected to do the following:

1. review locations within the City and particularly B.I.A.'s for additional information kiosk locations

2. review the types of information kiosks with the aim of minimizing maintenance costs

3. contact other municipalities to learn from their experience on finessing installation and maintenance of information kiosks

Wheelchair Ramps

Because a significant portion of their time will be spent in the field removing posters from poles, it is anticipated that these two staff members could also review the intersections to determine whether or not the intersections have wheelchair ramps. Intersections where there are no wheelchair ramps would be forwarded to the Wheelchair Ramping Sub-Committee for prioritizing. During this process, it is expected that intersections where there are one or two ramps missing could be identified so that the inconsistency of not having ramps at all four corners can be remedial.

In addition, because the City's previous application to this same UI Job Creation Programme for painting yellow lines at the point where the sidewalk meets the asphalt of the roadway to better identify the edge for the visually impaired, was denied, this same work will be incorporated into this submission. So, if the City's application is approved, these same staff would also place a yellow strip at the edge of wheelchair ramps throughout the City.

JP:bk

cc: Alderman B. Hinkley, Ward Three
Alderman G. Copps, Ward Four
Mr. D. Lobo, Manager
Streets and Sanitation, Public Works
Mr. J. Johnston, Commissioner
Human Resources Centre
Mr. E. Matthews, City Treasurer
Treasury Department
Ms. P. Noe Johnson, City Solicitor
Law Department

4.1

CITY OF HAMILTON

AUG - 9 1991

-RECOMMENDATION-

DATE: 1991 July 26
E308-01 V. Terluk

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

R. T. Recycling Technology Inc.
Application for a Certificate of Approval for a Waste Processing Site.

RECOMMENDATION:

That the Commissioner of Transportation/Environmental Services be authorized, on behalf of the City of Hamilton, to inform the Ministry of the Environment that the City supports the R.T. Recycling Technology Inc. application for a Certificate of Approval to operate a solid waste processing facility to be located at 20 Warrington Street in Hamilton, provided that the proponent satisfies all development and operation standards required by the City of Hamilton, the Region of Hamilton-Wentworth, and the Ministry of the Environment.

for L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont...

R. T. Recycling Technology Inc.
Application for a Certificate of Approval for a Waste Processing Site.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Ontario Ministry of the Environment has requested the City of Hamilton to comment on the application by R.T. Recycling Technology Inc. for certification of a waste disposal and processing facility to be located on Warrington Street in Hamilton.

The company has requested approval for the operation of a wood, glass,and dry wall, processing facility for the purpose of recycling. The facility will receive clean scrap wood from industry and through grinding and shredding processes the wood fibre material manufactured will be sold as bulk fillers and animal bedding. The facility will also receive glass in quantities of approximately 30 tonnes per week, and dry wall, in quantities of approximately 60 tonnes per week, and will process these materials into a product to be used in industry as a filler. The company does not intend to produce any waste for final disposal.

It is the opinion of staff that the type of processing facility being proposed is valuable to the community, and a benefit to the Region's waste management objectives.

If the proponent is granted a certificate we expect the Ministry to periodically visit and review the operation to ensure that all noise, air quality and nuisance issues are being complied with satisfactorily.

VT/dm

4.2

CITY OF HAMILTON

-RECOMMENDATION-

AUG - 9 1991

DATE: 1991 July 26
E308-02F V. Terluk

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Hotz and Sons Company Amendment of Certificate for the Household Hazardous Waste Disposal Program

RECOMMENDATION:

That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton supports the application by Hotz and Sons Company, the Region's Household Hazardous Waste Disposal Program Contractor, to have its Provisional Certificate of Approval amended to permit the company to receive hazardous wastes from small quantity waste generators.

L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont...

Hotz and Sons Company Amendment of Certificate for the Household Hazardous Waste Disposal Program

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amendment being requested by the proponent is intended to permit the company to extend its hazardous waste disposal services to small businesses and small quantity generators in order to offer them disposal options for the waste that they generate.

This proposed service is completely separate from the Region's Household Hazardous Waste Disposal Program, and the Region will have no financial or legal responsibility for the new activity.

BACKGROUND:

Hotz and Sons Company own and operate a Household Hazardous Waste Disposal facility at 239 Lottridge Avenue in Hamilton. The facility was approved by the Ontario Ministry of the Environment (MOE) to receive, sort, and categorize waste from residential sources and to prepare the waste for delivery to other processing or recycling centres. The Ministry's Provisional Certificate of Approval for the facility limits the proponent to accept hazardous wastes from residential sources only. This limitation precludes Hotz from accepting wastes from small quantity hazardous waste generators who may require a disposal service.

A small quantity hazardous waste (SQHW) generator is any commercial or institutional operation (facilities other than households) that generates hazardous waste in small amounts (25 kg/month for registerable solid waste, 25 L/month for liquid industrial waste, 5 kg/month for hazardous industrial waste, ignitable, corrosive, reactive and leachate toxic wastes). SQHW are exempt under Ontario Regulation 309 from the requirement to register the waste with the MOE prior to disposal.

It has been estimated that because SQHW exempted from having to register their wastes, and therefore not be legally accountable for their disposal, significant volumes of hazardous wastes are being disposed of inappropriately into regular garbage, sewers, ditches and natural areas.

It is recognized that a lack of viable disposal options will escalate the incidence of indiscriminate and illegal disposal of hazardous waste, which can contribute to serious health, property and environmental damage.

Cont...

Hotz and Sons Company Amendment of Certificate for the Household Hazardous Waste Disposal Program

BACKGROUND: (Cont)

The proponent's Lottridge Avenue facility is fully staffed and is capable of accepting a wide variety of hazardous wastes. The facility was designed to accommodate considerably more waste than is currently being delivered there through the Region's one day per week program. The operational potential of the site is not likely to be realized on the basis of the Region's limited program.

The company is fully prepared physically as well as administratively, to offer the service to light industry, and to others who don't qualify for the "no charge" service provided through the Region's program.

The Hotz proposal to establish a facility to accept small quantity hazardous waste and ensure that these wastes are disposed of in an environmentally acceptable manner is beneficial to waste management facilities operated by the Region of Hamilton-Wentworth.

The quality of wastes coming to the Region's waste water treatment plant and solid waste management system will be improved by the removal of SQHW.

VT/dm

4.3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: August 8, 1991
S611-01 H. Smith

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Return of lands acquired in a land severance to the former owner.

RECOMMENDATION:

a) That approval be given to transfer Parts 3 and 4 on Plan 62R-10628 to the former owner for $1.00 as these lands conveyed to the City for road widening purposes through severance, are no longer required for this purpose.

b) That the Director of Property be authorized to prepare the necessary Offer to Purchase.

c) That the City Solicitor be authorized to prepare the deed or deeds conveying the aforementioned parts from the City to the former owner.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs for the preparation of the deed or deeds will be borne by the City of Hamilton Law Department.

Cont'd .....

Cont'd ....

BACKGROUND

In 1989, Chesley Street was proposed to be terminated in a cul-de-sac north of Chester Avenue. Additional land was required to provide for a 50.0' radius and as a condition of severance, the abutting owner conveyed parts 3 and 4 to the City of Hamilton to be incorporated into Chesley Street.

Before these lands were incorporated, the Neighbourhood Plan was changed to extend Chesley Street further north and this was approved by Council on September 25, 1990. As a result, parts 3 and 4 are no longer required for road purposes and the former owner has requested by letter that they be conveyed back to him.

HMS:ljm

Daniel Yung
10 Eldorado Court,
Hamilton,Ontario
L9C 2P9

April 22, 1991

Mr.T.Gill
Commissioner of Engineering
Department of Engineering
Attention: Regional Surveyor's Office

Dear Sir,

We are writing to you regarding Part 3 & Part 4 on Deposited Reference Plan 62R 10628.

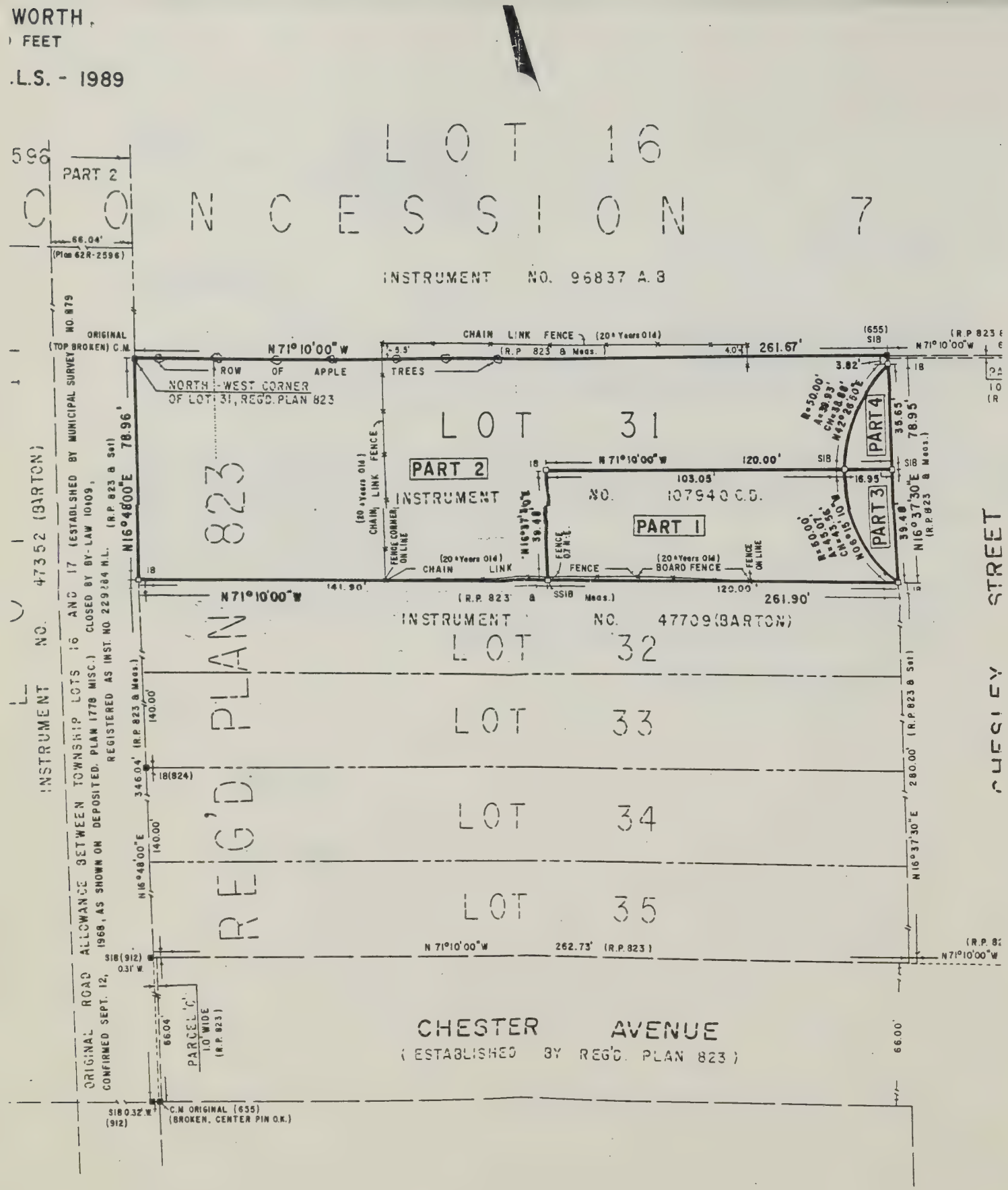
We understand there is a change of official plan. There will be a street instead of a court in front of our property. Since ther is no need for right of way, is it possible for the City of Hamilton to give us back Part 3 & Part 4 of deposited reference Plan 62R 10628. Hope to hear from you at your earliest convenience.

Thanking you in advance

Yours truly,

Daniel Yung

WORTH,
) FEET
.L.S. - 1989



BEARING NOTE:
BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE NORTH-WESTERLY LIMIT OF CHESLEY STREET, AS BEING N16°37'30"E AS SHOWN ON REGISTERED PLAN 823

"CAUTION: This plan is not a plan of subdivision within the meaning of The Planning Act."

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER;
2. THE SURVEY WAS COMPLETED ON THE 12th DAY OF SEPT. 1989

Sept 27/89
DATE

A.T. McLAREN, O.L.S.

A.T.
ONTARI
103
HAI
527

Drawn: I.R. | Che

4.4

CITY OF HAMILTON

- RECOMMENDATION - AUG - 9 1991

DATE: 1991 August 9
S719-69/S726-124 M. Inrig

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **1991 Servicing Expenditures Related to Subdivisions**
Future Servicing Costs Related to Land Severance Application H-149-90

RECOMMENDATION:

i) That the submitted schedule, be adopted for inclusion in the Subdivision Agreement with the Owners, for the estimated cost of services in:

SOUTH HILL - PHASE 2, HAMILTON

City's Share - NIL, Subdivider's Share - $105,256.12

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement between the City and the owners of South Hill - Phase 2 subdivision.

iii) That the approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

iv) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.

v) That the Mayor and City Clerk be authorized and directed to execute a Modified Subdivision Agreement with Mr. Luciano Filice, owner of the land at 327 Stone Church Road East, provided that Mr. Filice pays for his portion of the City Services along a future street adjacent to his property when the street is built and that the Modified Subdivision Agreement is to be in a form satisfactory to the City Solicitor and the Commissioner of Transportation/Environmental Services.

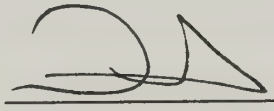
Cont'd...

1991 Servicing Expenditures Related to Subdivisions
Future Servicing Costs Related to Land Severance Application H-149-90

Cont'd...

vi) That the following clause be added to the City Modified Subdivision agreement to be executed by Mr. Filice and the City of Hamilton.

"The owner(s) for itself, its heirs, successors and assigns covenants, agrees and acknowledges to the City that in the event that the land being severed and land being retained is subsequently subdivided and/or developed and/or severed that the then land owner(s) shall be required to pay to the City costs for the City's services in the roadway proposed along the westerly limit of the land being retained and the land being severed, extending from the Stone Church Road to the northerly limit of the property. The phrase "the City services" includes road, sidewalks, curb, street trees, street lighting and land costs."



fo- L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

SOUTH HILL - PHASE 2

There are no financing costs associated with this development.

LAND SEVERANCE APPLICATION H-149-90

The applicant (Luciano Filice) has requested the City defer all financial requirements for the future road adjacent to the subject lands until the road is built. In return Mr. Filice is willing to register, on title, an agreement to the satisfaction of the City, stating he will be responsible for payment of his share of City Services on the future road when it is built.

Cont'd...

Cont'd...

Such an agreement between the City and the Applicant can be entered into as, the objective at hand, is to ensure that the present owner and the succeeding owners of the newly created deep lot are put on notice of the City's ongoing rights to collect the roadway costs for the future street. Also an agreement on title will indicate to all persons dealing with the property that the City retains its rights upon a subsequent application for severance (or subdivision) to recover the costs for City services attributable to the proposed roadway.

As the agreement between the present landowner (or the present land owner's successors) and the City is reinforced by other provisions of the Planning Act, the City Solicitor is willing to support the proposed agreement.

BACKGROUND:

SOUTH HILL - PHASE 2

On 1989, December 13, City Council recommended that a subdivision agreement be entered into between the City and the owner of South Hill - Phase 2 subdivision.

The development of South Hill - Phase 2 subdivision will result in the creation of 18 single family residential lots. The estimated costs for the above ground works have been calculated in accordance with present City policy and there will be no City share in this development.

The lands of South Hill - Phase 2 are located south of Rymal Road West and west of Upper James Street in the Kennedy East Neighbourhood.

LAND SEVERANCE APPLICATION H-149-90

On 1990, December 4, the Land Division Committee approved Land Severance Application H-149-90 for 327 Stone Church Road East subject to the applicant satisfying several conditions. One of the conditions was that the applicant (Luciano Filice) enter into a Modified Subdivision Agreement with the City and Region in order to collect monies for a future north/south roadway adjacent to the west limit of the applicant's lands.

Cont'd...

1991 Servicing Expenditures Related to Subdivisions
Future Servicing Costs Related to Land Severance Application H-149-90

Cont'd...

According to the land severance application, the purpose of the land severance is to build an additional home on the severed lot to accommodate Mr. Filice's brother's family. As servicing (sewers and water) and access to the severed lot will be from Stone Church Road only, the applicant is not dependent on the future north/south road to develop his property. For the above reasons the applicant has requested that the Region defer the financial requirements for the servicing of the future road until some time in the future when the road is built.

Mr. Filice is willing to register, on title, an agreement to the satisfaction of the City Solicitor, stating he will be responsible for payment of his share of City Services on the future north/south road when it is constructed. The City Solicitor is willing to support such an agreement provided the agreement contains the additional clause as recommended in item (vi) of this report.

Current Department records indicate that development of the interior lands which the future road would service is not expected to occur in the near future. With the above in mind, we feel that Mr. Filice's request could be accommodated at this time. It is our recommendation that the City enter into such an agreement with the applicant.

For the information of the Committee, present Council practice requires a land developer to deposit with the City at the time of approval for development, sufficient securities. These securities are required to cover the cost of future works which are to be constructed abutting the developer's lands. The nature of this proposed agreement is contrary to the present policy and has the potential for setting a precedent for future proposed developments of this type. Approval of this particular proposed agreement should be interpreted as an exception to the current practice.

MJI:jk
Attach.

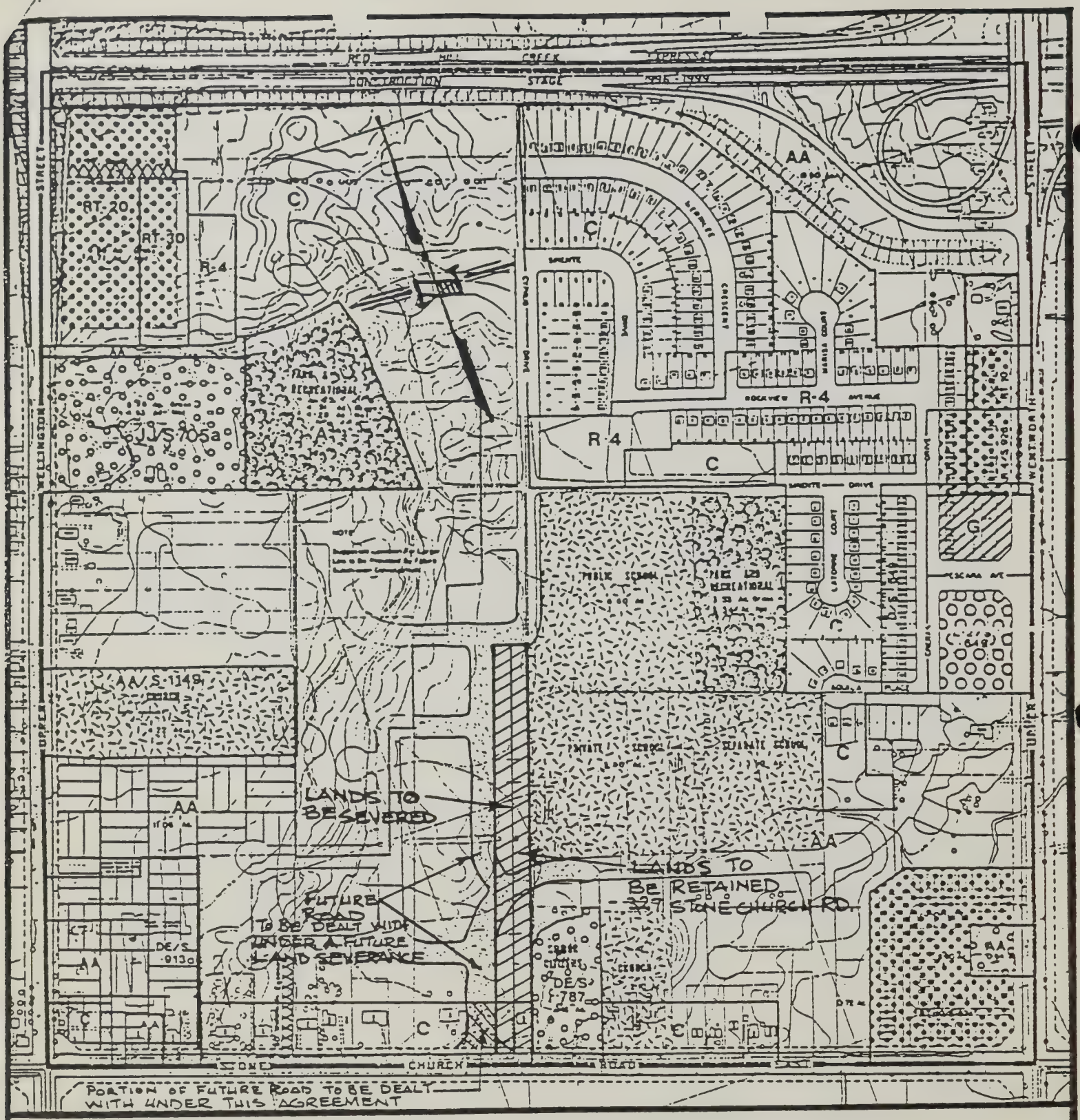
cc: P. Noe-Johnson, City Law Department
cc: E.C. Matthews, City Treasury Deparment

1991 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE OF EXPENDITURES

Name of: Subdivision Developer Consultant Surveyor	# of Lots and Location	Subdivision Agreement Authorization	Description Of Works	0.3 Metre Reserve Costs	Non-recoverable & Oversized Costs	Total City's Share	Total Subdivider's Share	Total Servicing Costs
South Hill - Phase 2 Wardpark Developments Inc. Ashenhurst Nouwens Ltd. G.G. Aldworth, O.L.S.	18 Lots Hamilton	89-12-13 P&D Report 1-89 Item No. 7	Catch Basins & Connections Finished Roads Dead End Barricade Street Lighting	-NIL- -NIL- -NIL- -NIL-	-NIL- -NIL- -NIL- -NIL-	-NIL-	$105,256.12	$105,256.12
TOTALS				$0.00	$0.00	$0.00	$105,256.12	$105,256.12

* Oversizing Expenditures are Non-Recoverable
* 0.3 Metre Reserve Expenditures are Fully Recoverable

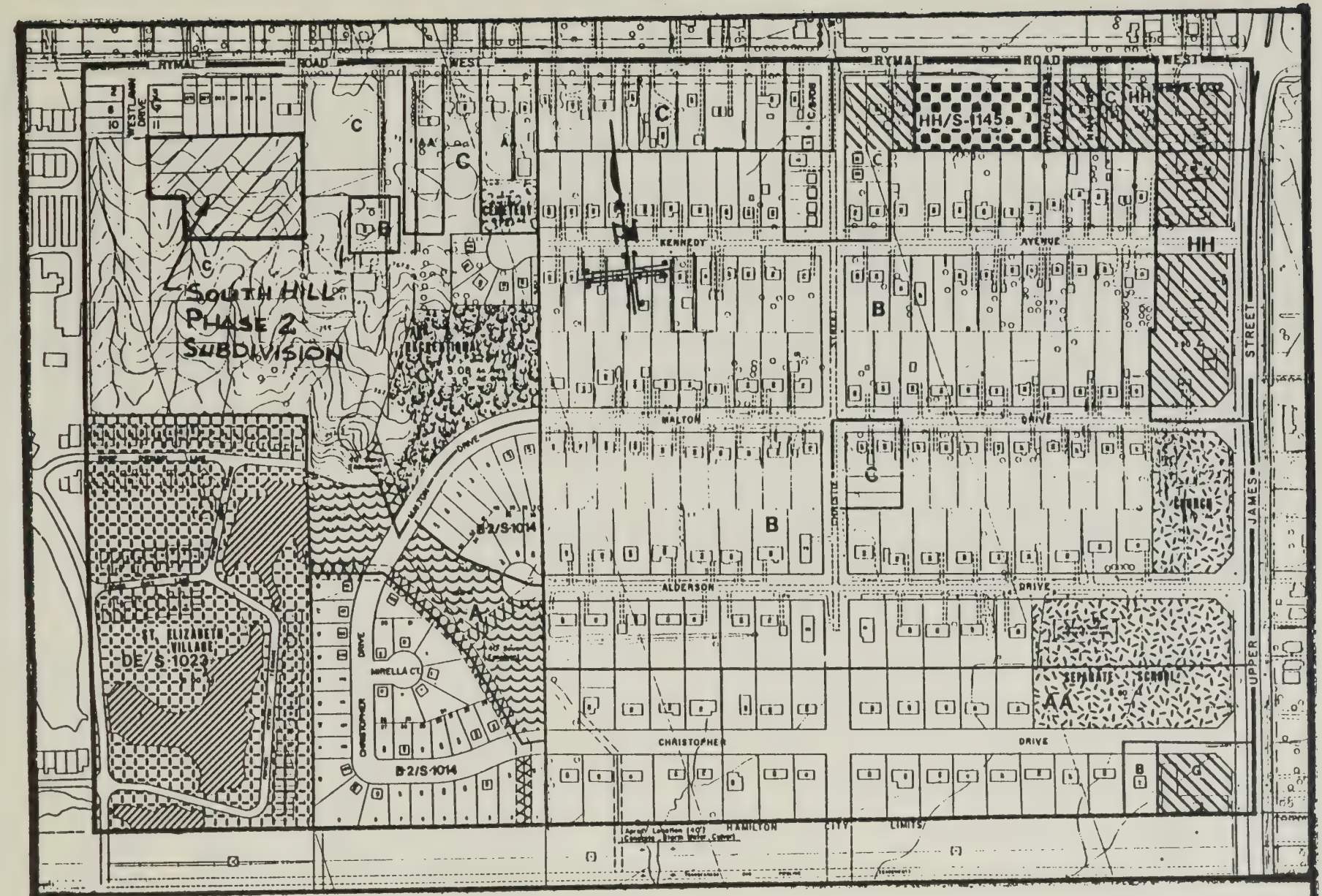


KEY PLAN

NTS

CRERAR

APPROVED PLAN



KEY PLAN

N.T.S.

KENNEDY EAST

APPROVED PLAN

4.5

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 August 9
T103-23(4) J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: East 34th Street Residents' Committee
Street Dance & Barbecue

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of Mr. Duncan Morrison on behalf of the East 34th Street Residents' Committee (277 East 34th Street) to temporarily close East 34th Street between Fennell Avenue East and Brucedale Avenue East to hold a barbecue and street dance on Saturday, July 20, 1991, from 3:00 p.m. to 12:00 midnight, subject to the following conditions:

a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

b) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department (if deemed appropriate), on the affected roadways, and at the expense of the organizing group;

c) That the applicant ensure that clean-up operations will be carried out by 12:00 midnight on July 20, 1991, immediately before the re-opening of the street, at no cost to the City;

Cont'd...

4.6

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 August 9
T103-23(4) J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Ontario March of Dimes
Street Dance on Jarvis Street

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of Mr. Saul Zemaitis, Hamilton Regional Director of the Ontario March of Dimes Association, to temporarily close Jarvis Street from King William Street to the Municipal Parking Lot at King Street East, on Friday August 16, 1991 from 3:00 p.m. to 11:00 p.m., subject to the following conditions:

a) That the applicant receive "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

b) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department (if deemed appropriate), on the affected roadways, and at the expense of the organizing group;

c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the street, at no cost to the City;

d) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability insurance, holding the City harmless from all actions, causes of action, interests, claims demands, costs, damages, expenses and loss;

e) That the applicant reimburse the Regional Police Department, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.

Cont'd...

Temporary Road Closure for a Barbecue and Street Dance

Cont'd...

d) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability insurance, holding the City harmless from all actions, causes of action, interests, claims demands, costs, damages, expenses and loss;

e) That the applicant reimburse the Regional Police Department, Department of Engineering, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event.

f) That no property owner or resident within the barricaded area will be denied access to their property upon request;

g) That all property owners and tenants along the closed portion of the route be notified of the street dance and barbecue by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



for L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Mr. Duncan Morrison, agent on behalf of the East 34th Street Residents' Committee, to hold a barbecue and street dance on East 34th Street between Fennell Avenue East and Brucedale Avenue East, on Saturday July 20, 1991 from 3:00 p.m. to 12:00 midnight.

The applicant has provided us with a list of the affected area residents supporting the application. As no objections were received from any Municipal Departments and Council has approved this type of event in the past, the Commissioner of Transportation/ Environmental Services has authorized this temporary street closure.

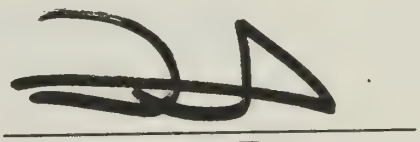
SED:
cc: Staff Sgt. M. Heddle
Regional Police Department
cc: J.G. Pavelka, Director
Public Works Department
cc: M.F. Main, Director
Traffic Services

Temporary Street Closure for Street Dance on Jarvis Street

Cont'd...

f) That no property owner or resident within the barricaded area will be denied access to their property upon request;

g) That all property owners and tenants along the closed portion of the route be notified of the street dance and barbecue by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



for L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Mr. Saul Zemaitis, Hamilton Regional Director of the Ontario March of Dimes Association, to hold a street dance on Jarvis Street between King William Street and the Municipal Parking Lot at King Street East, on Friday, August 16, 1991 from 3:00 p.m. to 11:00 p.m.

The one establishment on Jarvis Street which would be affected (Steeles Restaurant) has been informed of the closure and has no objections. As no objections were received from any Municipal Departments and this type of closure has been approved in the past, the Commissioner of Transportation/Environmental Services has authorized this temporary street closure.

SED:

cc: Staff Sgt. M. Heddle
Regional Police Department
cc: J.G. Pavelka, Director
Public Works Department
cc: M.F. Main, Director
Traffic Services

4.7

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 August 9
T103-23(5)

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Gosford Street Neighbourhood Watch Carnival

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The Gosford Street Neighbourhood Watch to temporarily close Gosford Street between Upper Paradise Road and Gilcrest Street on Saturday, July 20, 1991, from 10:30 a.m. to 8:00 p.m. to hold a carnival to benefit the Muscular Dystrophy Association, subject to the following conditions:

a) That the applicant receive a "Temporary Street Closure Application" approval form from the Regional Police Department, Traffic Division, and that all barricading, detour signing, and traffic control be subject to the direction of the Regional Police Department, and at the expense of the organizing group;

b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department (if deemed appropriate), on the affected roadways at the expense of the organizing group;

c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the road, at no cost to the City;

d) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

e) That the applicant reimburse the Regional Police Department, Regional Engineering Department, City of Hamilton Traffic Department, and any other agency for any costs incurred by these agencies as a result of this event;

Cont'd...

Temporary Street Closure for Muscular Dystrophy Carnival

Cont'd...



for L.D. Turvey, P.Eng
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Mr. Robert Avolio, on behalf of the Neighbourhood Watch Association in the Gosford Street Area, to hold a carnival to benefit the Muscular Dystrophy Association, on Saturday, July 20, 1991 from 10:30 a.m. to 8:00 p.m.

As there are no houses fronting on this road, no access will be denied as a result of this closure. A request was received from one resident whose property backs onto Gosford Street to have her rear yard barricaded as it is not fenced. Mr. Avolio guaranteed that this property would be barricaded prior to the event. Barricades were to be placed at either end of the street free of charge by Standard Paving Ltd.

As there were no objections from other Municipal Departments, and as these types of events have been approved in the past, the Commissioner of Transportation/ Environmental Services approved of the temporary closure of Gosford Street.

SED:

cc: M.F. Main, Director of Traffic Services
cc: J.G. Pavelka, Director of Public Works
cc: Staff Sgt. M. Heddle, Regional Police Department

4.8

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 August 9
T103-51 J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments and install temporary encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.

for L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Encroachment Agreement

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:sed

Council Date: August 30, 1991

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
44 Erindale Hamilton, ON	three sets of concrete steps encroach onto a) Erindale Ave. by appr. 3.0' x 0.53' and 9.07' x 16.40' and b) Dundonald Ave. by appr. 9.02' x 8.30'	BORKOVICH & INGRASSIA Barristers and Solicitors 1 Main St. E. Hamilton, ON L8N 1E7	$105.00/20.00	T103-50(920)
62 William St Hamilton, ON	concrete veranda encroaches onto William St. by appr. 1.69' x 6.40'	ENNIS & ASSOCIATES 105 Main Street E. Hamilton, Ontario L8N 1G6	$105.00/20.00	T103-50(915)
80 New St. Hamilton, ON	a) three canopies encroach by appr. 3.0' x 5.3' 3.0' x 5.3', and 4.0' x 7.4' b) bay window encroaches by appr. 2.0' x 4.0' c) paving stones and retaining wall encroach by appr. 8.5' x 18.5' x 0.5'	PETRINI, RUBENSTEIN, & WAXMAN 242 James Street South Hamilton, Ontario L8P 3B3	$105.00/20.00	T103-50(918)

4.9

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1991 August 13
T103-03 (292) L. Ryan

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: **Proposed Road Allowance Closure on Golf Links Road At the City of Hamilton/Town of Ancaster Limits**

RECOMMENDATION:

a) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law for the stopping-up and altering of Golf Links Road at the City of Hamilton Limits;

b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law;

c) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed stopping up and altering of Golf Links Road pursuant to Section 48 of the Regional Act;

L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Proposed Road Allowance Closure on Golf Links Road
At the City of Hamilton/Town of Ancaster Limits

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All costs of constructing the proposed cul-de-sac will be payable by the Region as part of the Red Hill Creek Expressway project.

BACKGROUND:

A 170 m section of Golf Links Road road allowance between the City of Hamilton limits and Upper Horning Road lies within the proposed Red Hill Creek Expressway boundary (see attached illustration). At this time it would be desireable to close Golf Links Road at the City Limits. The Town of Ancaster is preparing a similar closure By-Law for a portion of Golf Links Road within their municipality.

An attempt was made through various roadway re-alignments on Upper Horning Road between Stone Church Road and Mohawk Road to discourage the flow of through traffic within the residential areas on Upper Horning Road. However, once the on-going construction is complete on Golf Links Road and the Red Hill Creek Expressway/Mohawk Road interchange loop, the flow of vehicles from Stone Church Road West to Hwy. 403 via Golf Links Road (a substandard road) and Upper Horning Road may increase due to ease of highway accessibility. By means of a permanent closure on Golf Links Road and the recent widening and reconstruction of Upper Paradise Road between Stone Church Road and Lunner Avenue, it is anticipated that motorists will forego Upper Horning Road, a two lane collector road, for Upper Paradise Road which offers the lane configuration and right-of-way of an arterial roadway.

Notice of this closure was circulated to the affected municipal departments and public utilities, and no objections to this request were received. Although the closure will prohibit vehicular through traffic, the road allowance will still exist for utility access.

Cont'd...

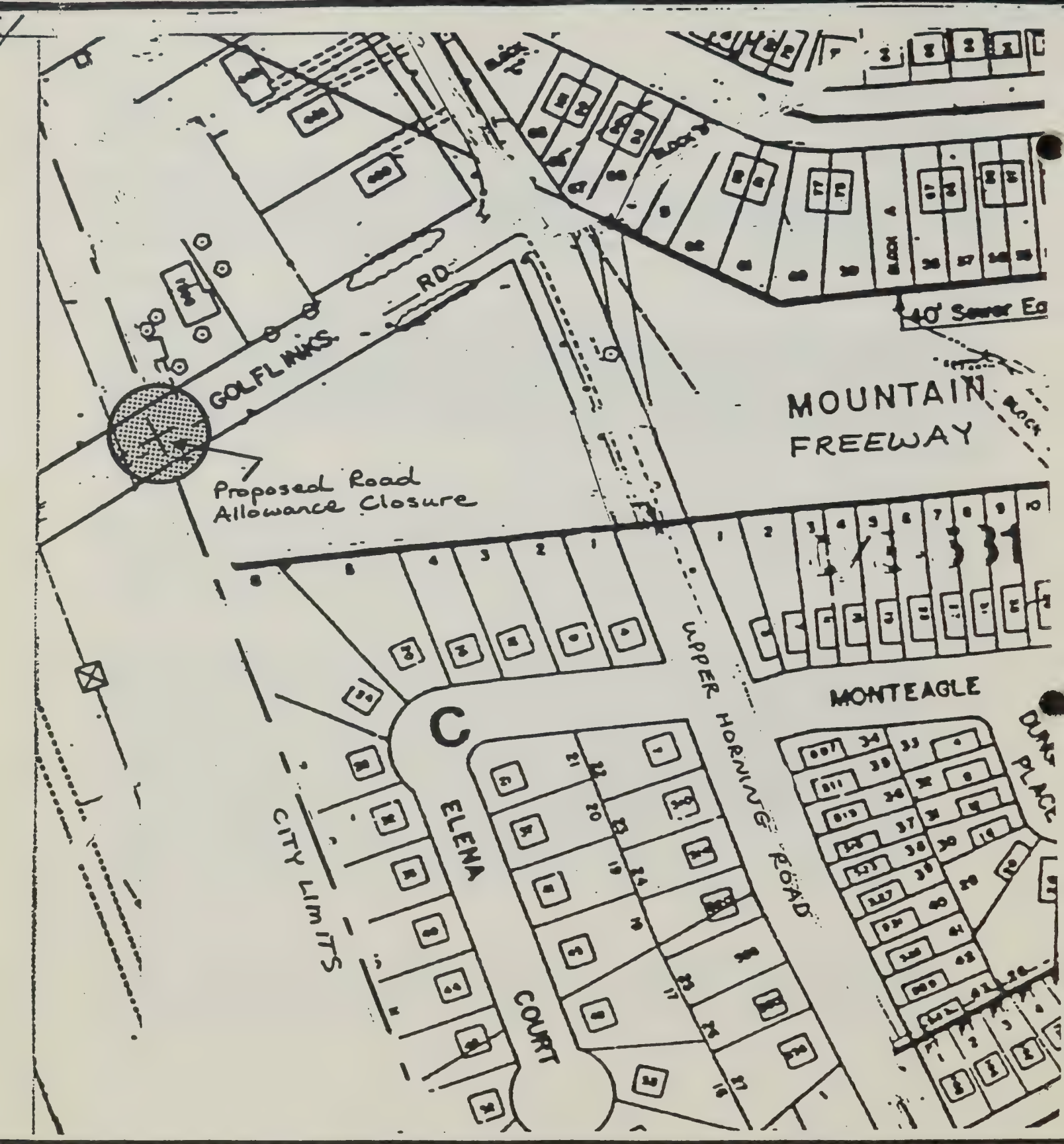
Proposed Road Allowance Closure on Golf Links Road
At the City of Hamilton/Town of Ancaster Limits

Cont'd...

Currently there are residential units on the north side of Golf Links Road just west of Upper Horning Road. The Region owns this land and leases it to the occupants. Once the Expressway construction commences in 1994 and the tenant leases have expired, the road allowance will be required for Expressway purposes, and Upper Horning Road will be terminated on either side of the Expressway.

LR:jk
Encl.

cc: Alderman T. Murray
Alderman D. Ross
L. Lawrence, Law Department
K. Avery, City Clerk
G. Moore, Freeway Project Office
J.G. Pavelka, Director of Public Works



LOCATION PLAN FOR
PROPOSED ROAD ALLOWANCE CLOSURE
OF

GOLF LINKS ROAD

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

LEGEND

PROPOSED ROAD ALLOWANCE CLOSURE

SCALE	FILE NO.	NORTH
N. T. S.	T103 – 03 (292)	

4.10

CITY OF HAMILTON

- RECOMMENDATION -

DATE: August 9, 1991
S610-03 L. MacNeil

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Incorporating certain City lands into Quigley Road by By-Law.

RECOMMENDATION:

a) That the following City lands, known as parts of Lot 30, Concession 4, Saltfleet, be incorporated into Quigley Road.

b) That the By-Law attached to this report to carry out the incorporation of the said lands into Quigley Road be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd .....

BACKGROUND

In 1970, the City of Hamilton acquired two 10' strips of land from the owners of #240 and #244 Quigley Road in order to complete the final roadway width of 86'. It was recently brought to our attention by Solicitors, Borkovich and Ingrassia that these strips had never been incorporated into Quigley Road.

By incorporating these lands into the Street, it will provide direct access from their client's property at the above addresses to Quigley Road as established by By-law 71-136, as indicated below:

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Quigley Road	Parts of Lot 30, Con. 4, (in the geographic Township of Saltfleet) City of Hamilton	N/A	To complete the final width of Quidley Road in that area and provide access to Quigley Road as established by By-Law 71-136	S610-03

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE CITY LANDS INTO QUIGLEY ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Quigley Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Quigley Road.

Parts of Lot 30, Concession 4, in the geographic Township of Saltfleet, City of Hamilton Regional Municipality of Hamilton-Wentworth, and more particularly described as follows:

PREMISING that the bearings herein are related to the division line between lots 29 and 30, Concession 4 on a course of N 16°27'20" E

FIRSTLY

COMMENCING at a point in the western limit of Quigley Road, being a line drawn parallel to an distant Thirty-three point zero feet (33.0') measured westerly at right angles from the division line between lots 29 and 30 the said point being distant Six hundred and forty-five point one seven feet (645.17') measured north 16° 27'20" East along the said parallel line from the southern limit of the said lot 30.
THENCE North 10 27'20" East continuing along the said western limit of Quigley road Fifty point zero feet (50.0'). THENCE North 73° 15'40" West Ten point zero feet (10.0')
THENCE South 16 27'20" West parallel to the said western limit of Quigley Road Fifty point zero feet (50.0'). THENCE South 73° 15'40" East Ten point zero feet (10.0') more or less to the point of commencement. As in instrument No. 183587 A.B.

SECONDLY

COMMENCING a point in the western limit of Quigley Road, being a line drawn parallel to and distant Thirty-three point zero feet (33.0') measured westerly at right angles from the division line between Lots 29 and 30 the said point being distant Six hundred and ninety-five point one seven feet (695.17') measured north 16° 27'20" East along the said parallel line from the southern limit of the said Lot 30.
THENCE North 16° 27'20" East continuing along the said western limit of Quigley Road one hundred point zero feet (100.0')
THENCE North 73° 15'40" West Ten point zero feet (10.0')
THENCE South 16° 27'20" West parallel to the said western limit of Quigley Road One hundred point zero feet (100.0')
THENCE South 73° 15'40" East Ten point zero feet (10.0') more or less to the point of commencement. As in instrument No. 183586 A.B.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

City Clerk Mayor

EY OF
)T 30-CONCESSION 4
/NSHIP OF SALTFLEET

HAMILTON

'PALITY OF HAMILTON-WENTWORTH

15 metres

S.

L - 6841

ALBRIGHT ROAD
(ESTABLISHED ACCORDING TO REG'D. PLAN Nº M-49)

N
E
W
S

REG'D. PLAN N M-49

BLOCK "A"

PARCEL BLOCK A-1, SEC. M-49

S18 (912)

(REFERENCE BEARING)
85.83 N 16° 47' E

3.05 ROAD WIDENING - PLAN M-49

CORNER OF FENCE 0.06 WEST ℄ 0.20 NORTH

CHAIN LINK FENCE (APPEARS TO BE MORE THAN 10 YEARS OLD)
(N 73° 15' 40" W INST. Nº 14256 1stly)

MEAS. 50.29 N 72° 56' W

CORNER OF FENCE 0.43 EAST ℄ 0.06 NORTH

(3.05-N73°15'40"W INST. 183586AB & INST 14256 (1stly)
(3.05-N72°56'W PLAN M-49)

S18 (912)

BOARD FENCE (APPEARS TO BE LESS THAN 10 YEARS OLD)

FENCE 0.08 SOUTH

CENTRE LINE OF FENCE 0.03 EAST

S18 (912)

FENCE 0.20 SOUTH ℄ 7.30 WEST

Ministry and Commercial Relations
Ontario Real Property Registration Br

MAY 27 1991

L O T 30

CONCESSION 4

INSTRUMENT Nº 14256 (firstly)

PART 1

Geographic Township of Saltfleet

(30.48-N16°27'20"E INST. 14256 1stly)

DOUBLE FACED BOARD FENCE (APPEARS TO BE LESS THAN 10 YEARS OLD)

MEAS. 45.72 - N 16° 47' E

(30.48-N16°27'20"E INST'S 14256 1stly & 183586AB)

N 16° 47' E MEAS. INST. Nº 183586AB

METAL CLAD FENCE (APPEARS MORE THAN 10 YEARS OLD)

QUIGLEY ROAD

(ESTABLISHED BY BY-LAW Nº 71-136, AS INST Nº 206427 A.B.)

DIVISION LINE BETWEEN TOWNSHIP LOTS 29 AND 30

FENCE 0.34 EAST

45.72

(3.05-N73°15'40"W INST'S 183586AB & 183587AB)

INST. Nº 14256 (secondly)

(15.24-N16°37'E INST. 14256 2ndly)

(15.24-N16°27'20"E INST. 183587AB)

(15.24-N16°37'E INST. 14256 2ndly)

INST. Nº 183587 A.B.

FENCE 0.14 NORTH

16.61

BOARD FENCE (APPEARS TO BE LESS THAN 10 YEARS OLD)

NORTH FACE OF WALL 0.12 SOUTH

FENCE 0.11 SOUTH

CHAIN LINK FENCE (APPEARS TO BE MORE THAN 10 YEARS OLD)

3.05 N 72°56' W PLAN M-27 (N 73°06' INST. Nº 14256 2ndly) (N 73°15'40" W INST. Nº 183587 A.B.)

SOUTH

S18 (912)

MEAS. 50.29 N 72° 56' W (N 73°06' W INST. Nº 14256 2ndly)

CHAIN LINK FENCE (APPEARS TO BE LESS THAN 10 YEARS OLD)

NORTH FACE OF WALL 0.15 SOUTH

0.14 WIDE WOOD RETAINING WALL

FENCE 0.03 SOUTH ℄ 0.37 WEST

S18 (912)

PARCEL BLOCK A, SEC. M-27

BLOCK "A"

REG'D. PLAN Nº M-27

S PLAN ARE IN METRES
) FEET BY DIVIDING

OF SUBDIVISION
THE PLANNING ACT

MONUMENT PLANTED
MONUMENT FOUND
RD IRON BAR

KE O.L.S.

BLOCK "A" (ROAD WIDENING PLAN Nº M-27)

93.03 N 16° 47' E

(211.89-N16°37'E INST 14256 2ndly)

(211.89-N16°27'20"E INST'S 14256 1stly, 183586AB & 183587AB)

S18 (912)

ST. ANDREWS DRIVE
(ESTABLISHED ACCORDING TO REG'D. PLAN Nº M-27)

SOUTH EAST CORNER OF LOT 30, CONCESSION 4
(INST. Nº 14256 1stly & 2ndly)

10.06

ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 4 & 5

BEARINGS ARE ASTRONOMIC AND REFERRED TO THE WESTERN LIMIT OF QUIGLEY ROAD AS SHOWN ON REG'D. PLAN Nº M-49 HAVING A BEARING OF N 16°47' E

PLAN 62R-

RECEIVED AND DEPOSITED

DATE — LAND REGISTRAR FOR LAND TITLES DIVISION OF WENTWORTH (Nº 62

EXAMINER'S APPROVAL
APPROVED:

DATE — ASSISTANT EXAMINER OF SURVEYS

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT

MAY 23 1991
DATE

B.J. Clarke
B. J. CLARKE O.L.S.

TIFICATE

IN ARE CORRECT AND IN ACCORDANCE AND THE LAND TITLE ACT AND THE EREUNDER

PLETED ON THE 17th DAY OF MAY 1991

J. C. Clarke
. CLARKE O.L.S.

A. J. Clarke and Associates Ltd.
ONTARIO LAND SURVEYORS • CONSULTING ENGINEERS

5.1(i)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 12

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Greenhill Gardens Phase III Neighbourhood - intersection control. (TEC-150-91)

RECOMMENDATION:

a) That westbound traffic on Chert Avenue be required to stop for northbound and southbound traffic on Derek Drive; and

b) That eastbound traffic on Derek Drive be required to stop for northbound and southbound traffic on National Drive; and

c) That southbound traffic on Chert Avenue be required to stop for eastbound and westbound traffic on National Drive; and

d) That northbound traffic on Ellen Avenue be required to stop for eastbound and westbound traffic on National Drive; and

e) That southbound traffic on Ellen Avenue be required to stop for eastbound and westbound traffic on Tommar Place; and

f) That westbound traffic on Tommar Place be required to stop for northbound and southbound traffic on National Drive; and

g) That northbound traffic on National Drive be required to stop for eastbound and westbound traffic at the easterly intersection with Tommar Place; and

h) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

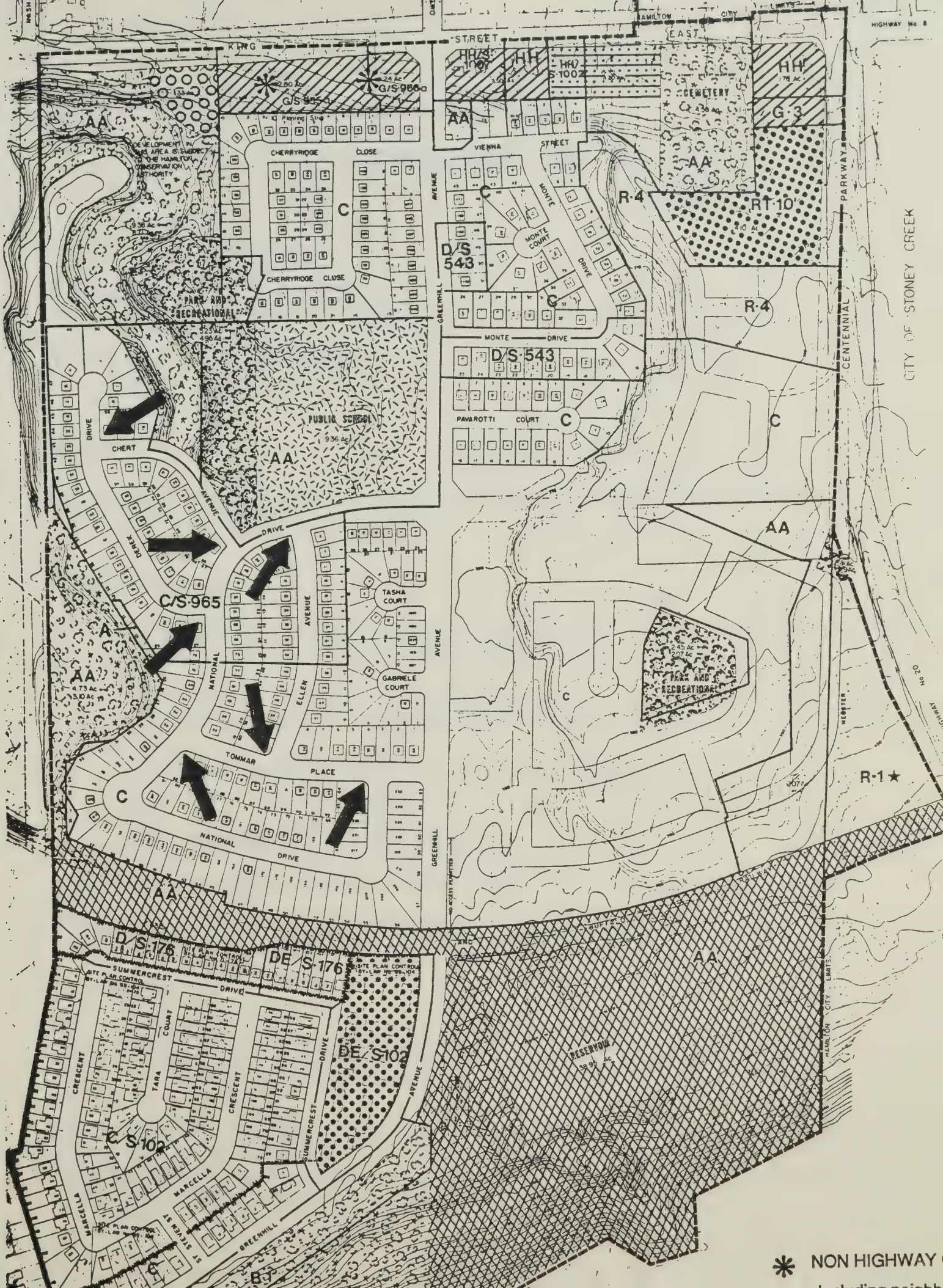
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Alderman Dominic Agostino recently convened a public meeting with residents of the Greenhill Gardens Phase III Neighbourhood respecting various matters.

The residents requested that stop signs be erected at all seven of the "T" intersections in this neighbourhood, and the Traffic Department concurs with this request as a safety measure related to the right-of-way at the intersections.


KING STREET
EAST
HAMILTON CITY
HIGHWAY No 8
CEMETERY
VIENNA STREET
CHERRYRIDGE CLOSE
CHERRYRIDGE CLOSE
PARK AND RECREATIONAL
DEVELOPMENT IN THIS AREA IS SUBJECT TO THE HAMILTON CONSERVATION AUTHORITY
G/S-965a
G/S-965b
HH/S-1001
HH/S-1002
HH
G 3
AA
C
R-4
R1 10
MONTE COURT
MONTE DRIVE
D/S-543
PAVAROTTI COURT
PUBLIC SCHOOL
9.36 Ac
CHERT DRIVE
DEREK AVENUE
C/S-965
NATIONAL DRIVE
ELLEN AVENUE
TASHA COURT
GABRIELE COURT
TOMMAR PLACE
GREENHILL AVENUE
CENTENNIAL PARKWAY
CITY OF STONEY CREEK
2.45 Ac
2.07 Ac
R-1★
NO ACCESS PERMITTED
SUMMERCREST DRIVE
SITE PLAN CONTROL BY-LAW No 79-104
D/S-176
DE/S-176
DE/S-102
C/S-102
CRESCENT
COURT
TARA
MARCELLA
ST STEVEN ST
RESERVOIR
3.89 Ac
HAMILTON CITY LIMITS
WEBSTER
No 20 HIGHWAY
★ NON HIGHWAY

5.1 (ii)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Appleford Road and Millstream Court and Appleford Road and Forestgate Drive - Intersection Control. [TEC-146-91]

RECOMMENDATION:

a) That northbound traffic on Millstream Court be required to stop for eastbound and westbound traffic on Appleford Road; and

b) That northbound traffic on the north and south legs of Forestgate Drive be required to stop for eastbound and westbound traffic on Appleford Road; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

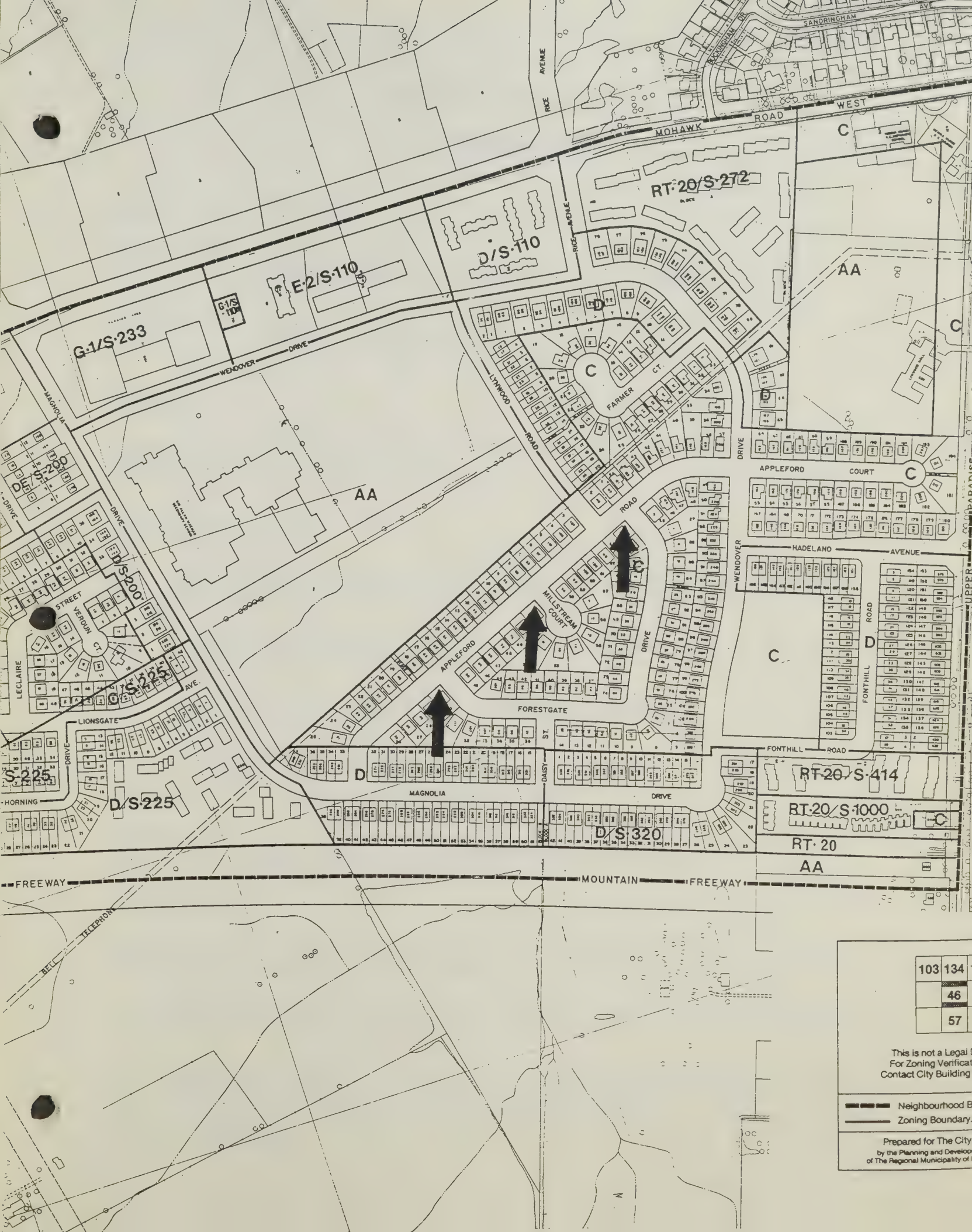
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Robert Cleaver, 64 Appleford Road, that stop control be implemented at three intersections along Appleford Road.

The subject intersections are "T" type intersections, and presently, there are no intersection control signs at any of the three intersections. Traffic Department records indicate that there have been no reported collisions at any of these intersections in the past eight years. Thus, these intersections are operating extremely safely.

Notwithstanding, as a safety measure related to the right-of-way at the intersections, the Traffic Department would not object to erecting stop signs on the stems of these "T" type intersections such that northbound traffic on Millstream and Forestgate (north and south legs) would be required to stop for eastbound and westbound traffic on Appleford.


MOHAWK ROAD WEST
RICE AVENUE
SANDRINGHAM AVE.
BUCKINGHAM DR.
RT-20/S-272
D/S-110
E-2/S-110
G-1/S-233
G-1/S-110
WENDOVER DRIVE
MAGNOLIA DRIVE
LYNWOOD ROAD
FARMER CT.
APPLEFORD COURT
HADELAND AVENUE
WENDOVER ROAD
MILLSTREAM COURT
APPLEFORD DRIVE
FORESTGATE
FONTHILL ROAD
DAISY ST.
MAGNOLIA DRIVE
RT-20/S-414
RT-20/S-1000
RT-20
D/S-320
D/S-225
S-225
LECLAIRE DRIVE
VERDUN STREET
LIONSGATE AVE.
HORNING
D/S-200
DE-S-200
AA
C
D
FREEWAY
MOUNTAIN FREEWAY
TELEPHONE
103
134
46
57
This is not a Legal
For Zoning Verificat
Contact City Building
Neighbourhood B
Zoning Boundary
Prepared for The City
by the Planning and Develop
of The Regional Municipality of

5.1(iii)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 16

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Capilano Drive and Alto Drive and Capilano Drive and Glen Valley Drive - Intersection Control. [TEC-151-91]

RECOMMENDATION:

a) That northbound traffic on Alto Drive be required to stop for eastbound and westbound traffic on Capilano Drive; and

b) That southbound traffic on Glen Valley Drive be required to stop for eastbound and westbound traffic on Capilano Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

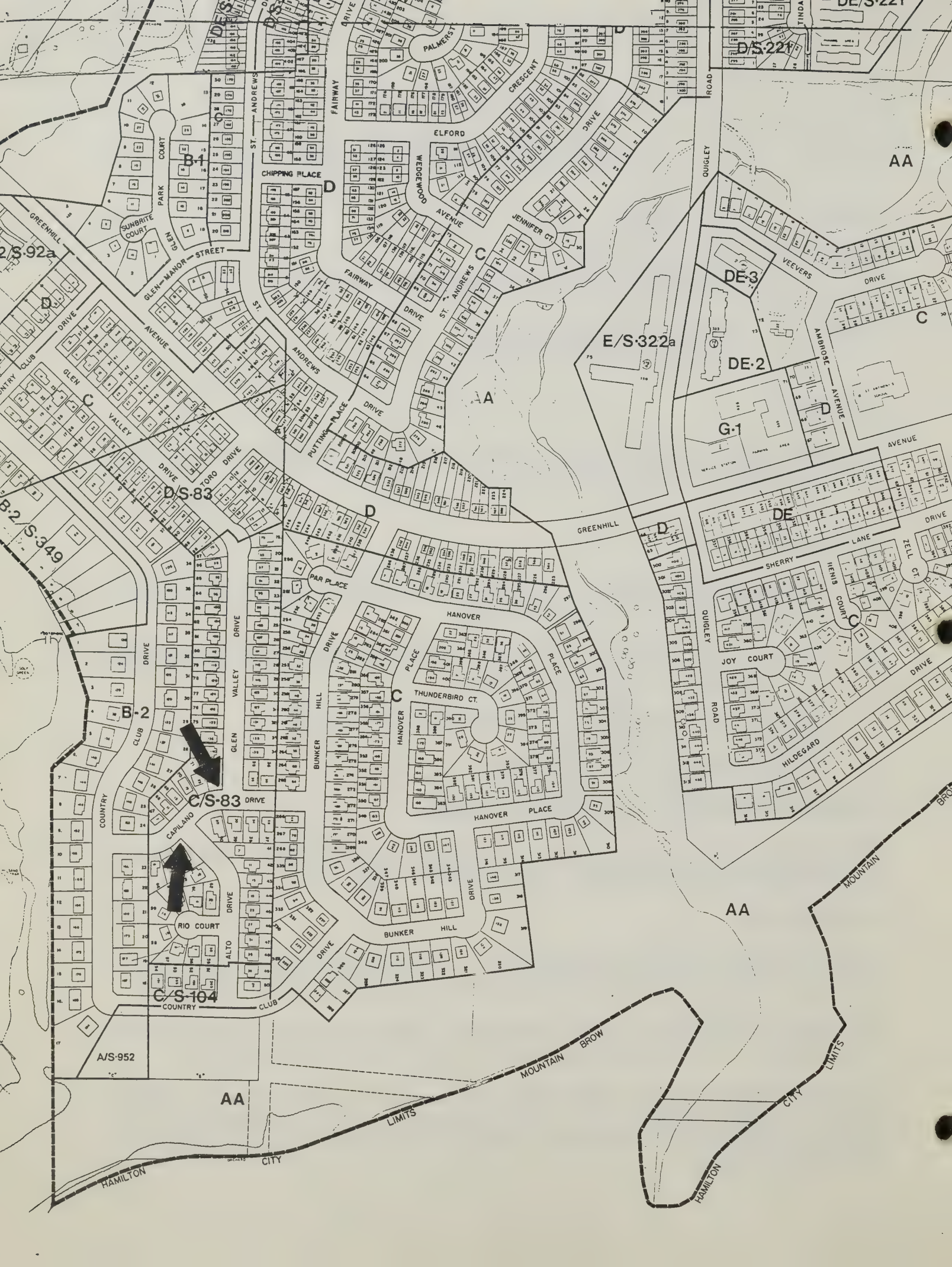
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request that three-way stop control be implemented at the intersection of Capilano and Alto or Capilano and Glen Valley.

The subject intersections are "T" type intersections, and presently, there are no intersection control signs at either intersection. Thus, the intersections are operating safely.

The Traffic Department has concluded that three-way stop control is not warranted at either intersection. However, as a safety measure related to the right-of-way at these intersections, the Traffic Department recommends erecting stop signs on the stems of these "T" type intersections.


D/S-221
D/S-221
AA
DE-3
DE-2
E/S-322a
G-1
DE
D/S-83
B-2/S-349
B-2
C/S-83
C/S-104
A/S-952
AA
AA
GREENHILL
DRIVE
AVENUE
PALMERST
CRESCENT
ELFORD
JENNIFER CT.
QUIGLEY ROAD
VEEVERS DRIVE
AMBROSE AVENUE
SHERRY LANE
ZELL CT.
HIENIG COURT
JOY COURT
HILDEGARD DRIVE
HANOVER PLACE
THUNDERBIRD CT.
HANOVER PLACE
BUNKER HILL DRIVE
RIO COURT
CAPILANO DRIVE
COUNTRY CLUB
PAR PLACE
PUTTING PLACE
CHIPPING PLACE
SUNBRITE COURT
GLEN MANOR STREET
FAIRWAY DRIVE
ST. ANDREWS
WEDGEWOOD AVENUE
TORO DRIVE
GLEN VALLEY DRIVE
CLUB DRIVE
COUNTRY CLUB
ALTO DRIVE
MOUNTAIN BROW
HAMILTON CITY LIMITS
MOUNTAIN BROW
HAMILTON CITY LIMITS

5.1(iv)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Northerly Intersection of Gainsborough Road and Old Orchard Drive - Intersection Control. [TEC-153-91]

RECOMMENDATION:

a) That northbound traffic on Old Orchard Drive be required to stop for eastbound and westbound traffic at the northerly intersection with Gainsborough Road; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

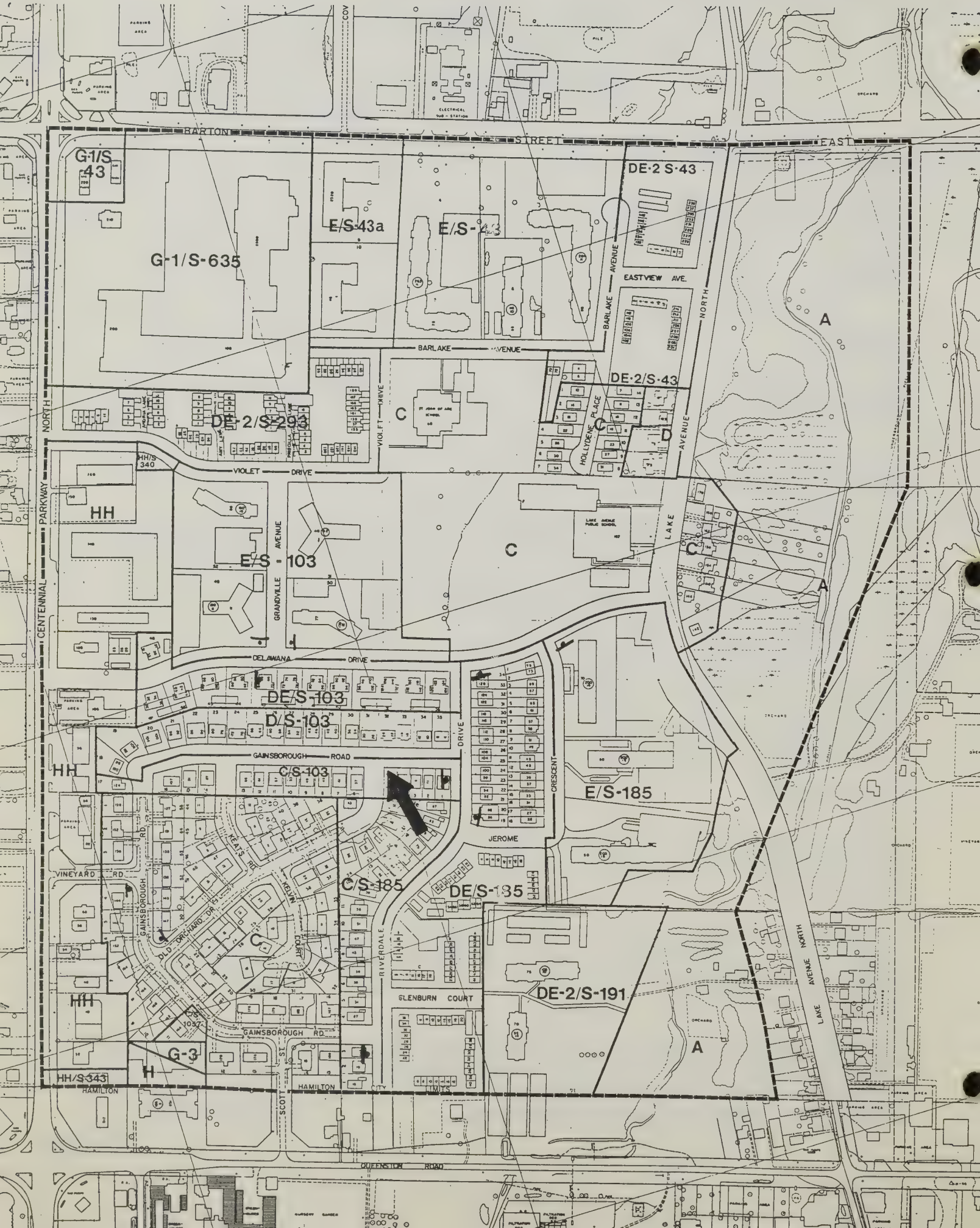
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Kim Puma, 28 Gainsborough Road, that stop control be implemented at the northerly intersection of Gainsborough and Old Orchard.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in at least the last twelve years. Thus, the intersection is operating extremely safely.

Notwithstanding, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Old Orchard would be required to stop for eastbound and westbound traffic on Gainsborough.


BARTON STREET EAST
G-1/S-43
G-1/S-635
E/S-43a
E/S-43
DE-2 S-43
EASTVIEW AVE.
BARLAKE AVENUE
DE-2/S-43
DE-2/S-293
VIOLET DRIVE
HH/S 340
HH
E/S-103
GRANDVILLE AVENUE
DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
C/S-103
E/S-185
JEROME CRESCENT
C/S-185
DE/S-185
DE-2/S-191
GLENBURN COURT
VINEYARD RD.
OLD ORCHARD DR.
KEATS RD.
KELVIN COURT
RIVERDALE DRIVE
G-3
HH/S-343
HAMILTON CITY LIMITS
SCOTT ST.
QUEENSTON ROAD
CENTENNIAL PARKWAY NORTH
LAKE AVENUE NORTH
HOLLYDENE PLACE
A
C
D
H

5.1(v)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 29

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Three leg intersection of Briarwood Crescent - Intersection Control. [TEC-156-91]

RECOMMENDATION:

a) That northbound traffic on the south approach of Briarwood Crescent be required to stop for eastbound and westbound traffic on the east and west approaches to the intersection; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Tom Murray, that four-way stop control be implemented at the intersection of Sanatorium and West 16th/Briarwood. The Traffic Department has also received a request from Mr. Bob Burns, 2 Briarwood Crescent, that stop control be implemented at the "Y" shaped intersection of Briarwood, which is located one block north of Sanatorium and West 16th/Briarwood.

The Traffic Department has concluded that the intersection of Sanatorium and West 16th/Briarwood does not meet the criteria respecting the use of all-direction stop control. However, there is an uncontrolled intersection one block north of Sanatorium and West 16th/Briarwood. This intersection is an unusual "Y" shaped intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. Thus, the intersection is operating safely. However, as a safety measure related to the right-of-way

at the intersection, the Traffic Department concurs with the request for a stop sign on the stem of this "Y" shaped intersection.

The concerns were about through traffic in the neighbourhood using West 16th, Briarwood, etc, from Mohawk Road, and it was felt that an additional north/south stop should be implemented. The proposed stop sign, although one block north of the requested location, may address these concerns.


B
C
C
H
H/S-58
C/S-58
C/S-504
GARTH STREET
WESTMINSTER AVE
AVENUE
DELMAR DRIVE
DAYTONA DR
CAMBRIA CT
COLUMBIA
LAURIER AVENUE
GENEVA
TYNE PL
EMMING CT
DRIVE
CRESCENT
STREET
BENDAMERE AVENUE
BRIARWOOD
HUDSON
COLUMBIA DRIVE
VERONA PLACE
STACEY AVENUE
LEADALE PLACE
ELMWOOD AVENUE
WEST 19th STREET
WEST 18th STREET
SANATORIUM ROAD
MARCUS AVENUE
WESTAWAY PLACE
WEST 17TH STREET
WEST 16TH STREET
WEST 15TH STREET
ROAD WEST
MILLBANK PL
SOUTHLEA DRIVE
WESTSIDE PL
SILVERCREST DRIVE
WESTMOUNT
LYNBROOK DRIVE
HAWK

5.1(vi)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 August 8

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection Control in the Templemead Neighbourhood. (TEC-169-91)

RECOMMENDATIONS:

a) That northbound traffic on the north leg of Pearson Drive be required to stop for eastbound and westbound traffic on Mount Pleasant Drive; and

b) That eastbound traffic on the south leg of Pearson Drive be required to stop for northbound and southbound traffic on Mount Pleasant Drive; and

c) That three-way stop control be implemented at the intersection of Templemead Drive and Royal Vista Drive; and

d) That southbound traffic on Rita Avenue be required to stop for eastbound and westbound traffic on Royal Vista Drive; and

e) That westbound traffic on the north leg of Mount Pleasant Drive be required to stop for northbound and southbound traffic on Templemead Drive; and

f) That southbound traffic on the south leg of Mount Pleasant Drive be required to stop for eastbound and westbound traffic on Templemead Drive; and

g) That eastbound traffic on Ingrid Court be required to stop for northbound and southbound traffic on Templemead Drive; and

h) That eastbound traffic on Innswood Place be required to stop for northbound and southbound traffic on Templemead Drive; and

i) That southbound traffic on Pompano Court be required to stop for eastbound and westbound traffic on Pearson Drive; and

j) That westbound traffic on Independence Drive be required to stop for northbound and southbound traffic on Mount Pleasant Drive; and

k) That northbound traffic on Independence Drive be required to stop for eastbound and westbound traffic on Templemead Drive; and

l) That the City Traffic By-law 89-72 be amended accordingly.

Murray J. Main

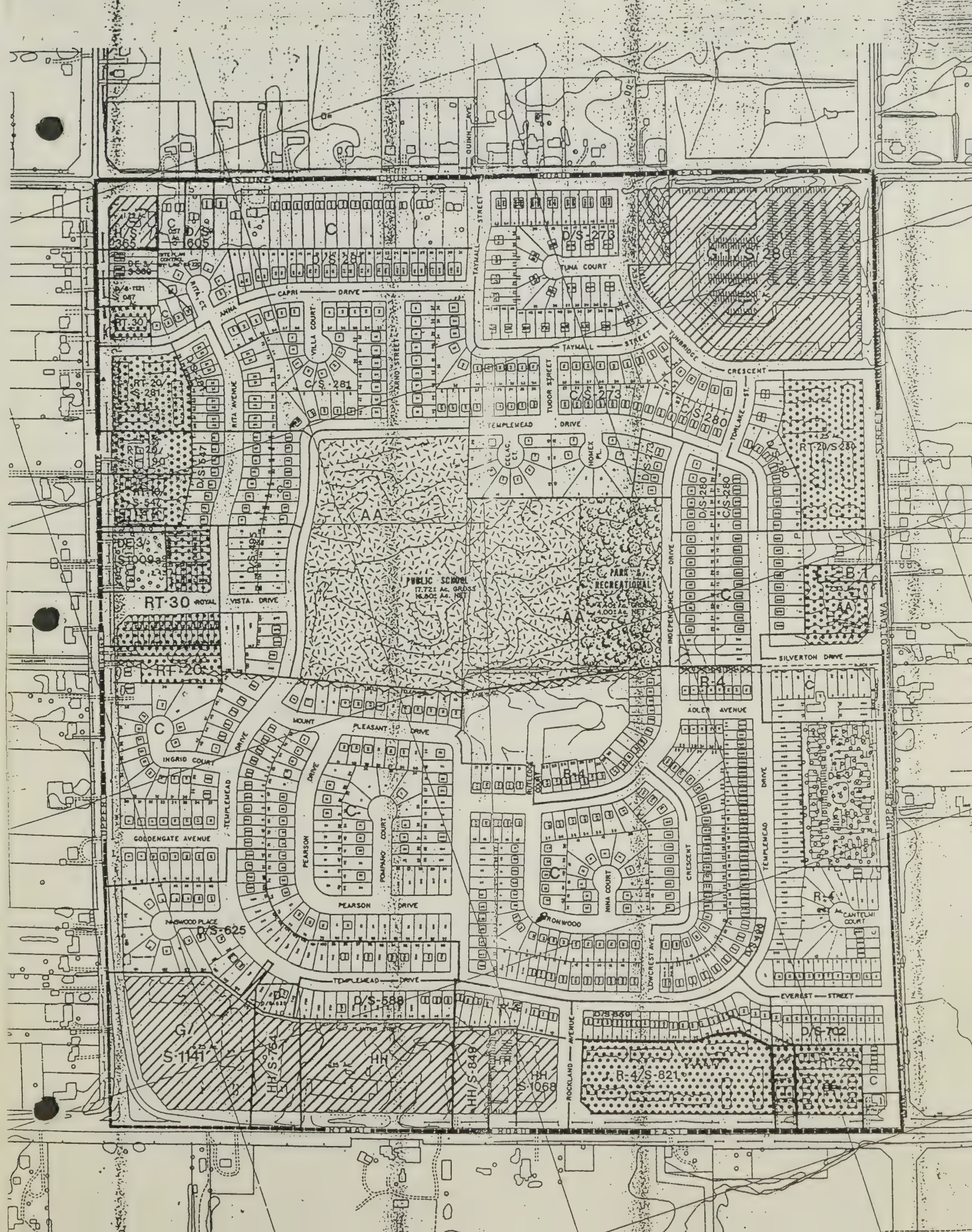
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Vince Formosi that three-way stop control be implemented at both "T" type intersections where Pearson Drive meets Mount Pleasant Drive.

The Traffic Department has concluded that three-way stop control is not required at these intersections at this time. However, the Traffic Department has conducted a review of stop control within the Templemead Neighbourhood and recommends that three-way stop control be implemented at the intersection of Templemead and Royal Vista since it is an intersection of two collector roadways for the neighbourhood. Also, as a safety measure related to the right-of-way at the intersections, the Traffic Department recommends implementing stop control on the stems of the ten remaining uncontrolled "T" type intersections located within the Templemead Neighbourhood.


STEELES AVENUE EAST
TAYMALL STREET
QUINN AVE.
TUNA COURT
TUNBRIDGE CRESCENT
TOMLAKE ST.
CAPRI DRIVE
VILLA COURT
RITA AVENUE
ANNA STREET
TUDOR STREET
TEMPLEMEAD DRIVE
CELIC CT.
HOMEX PL.
INDEPENDENCE DRIVE
PUBLIC SCHOOL
17.72± Ac. GROSS
14.80± Ac. NET
PARK & RECREATIONAL
4.00± Ac. GROSS
4.00± Ac. NET
ROYAL VISTA DRIVE
SILVERTON DRIVE
ADLER AVENUE
MOUNT PLEASANT DRIVE
INGRID COURT
GOLDENGATE AVENUE
PEARSON DRIVE
PEARSON COURT
POMPANO COURT
BUTTERCUP COURT
NINA COURT
CRESCENT
IRONWOOD
DOWCREST AVE.
CANTELEW COURT
EVEREST STREET
ROCKLAND AVENUE
HIGHWAY 7 EAST
RT-30
RT-20
R-4
R-1
AA
C
D/S-605
D/S-281
D/S-273
C.S.-280
D/S-647
D/S-495
D/S-547
D/S-625
D/S-588
D/S-702
D/S-860
S-1141
S-767
S-849
S-1068
R-4/S-821

5.1(vii)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Lake Avenue and Huckleberry Drive - Intersection Control. [TEC-143-91]

RECOMMENDATION:

That three-way stop control not be implemented at the intersection of Lake Avenue and Huckleberry Drive.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop signs on Lake at Huckleberry would result in increased motor vehicle operating costs in the order of $140,000.00 per year.

BACKGROUND:

Alderman Dominic Agostino has requested that three-way stop control be implemented at the intersection of Lake and Huckleberry.

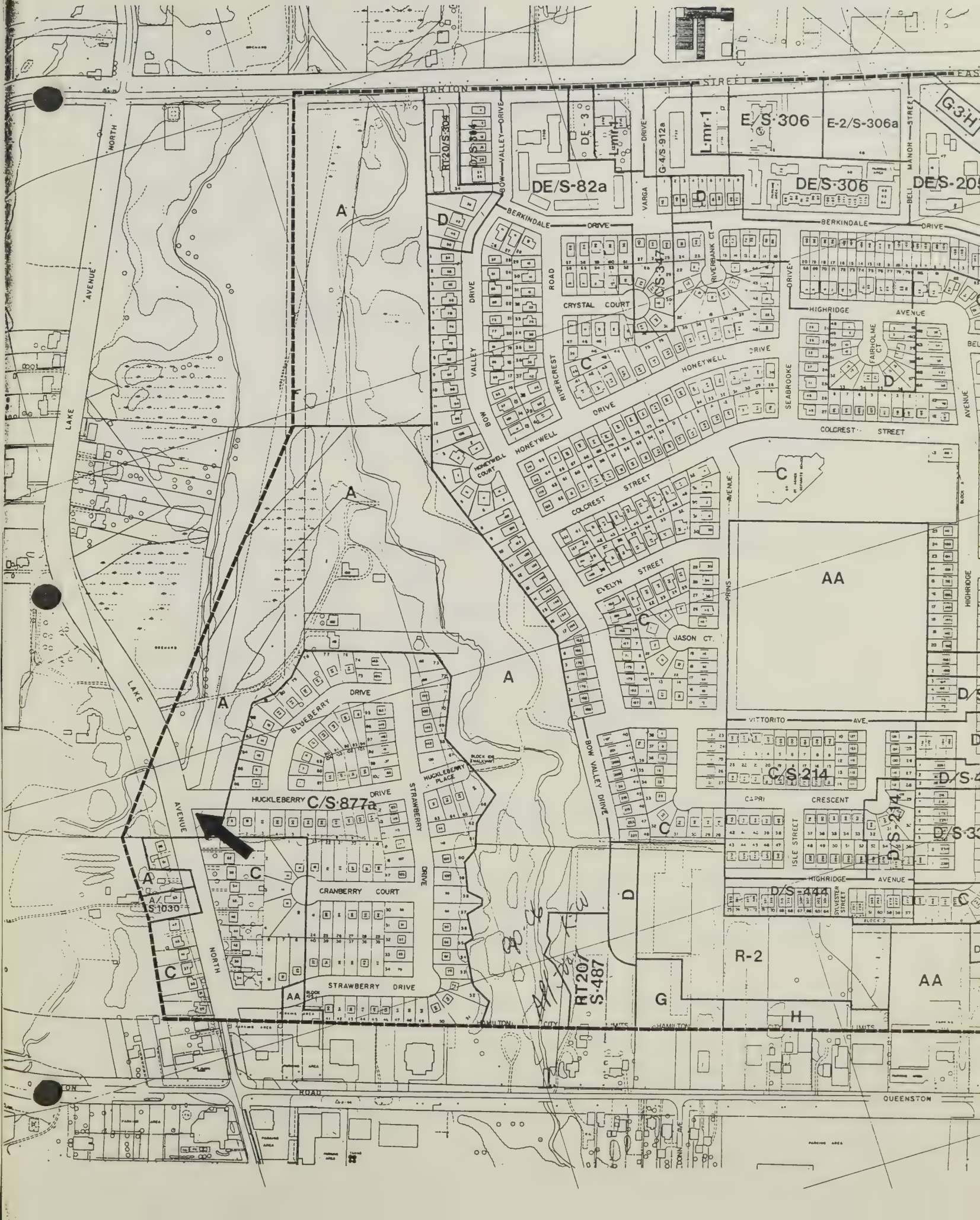
The subject intersection is a "T" type intersection, and presently, westbound traffic on Huckleberry is required to stop for northbound and southbound traffic on Lake. Traffic Department records indicate that the intersection has experienced an average of 0.71 collisions per year over the past seven years. This is a good collision record for this type of intersection.

Lake Avenue is an integral part of the arterial street system which carries over 10,000 vehicles per day. The Traffic Department does not support any measures such as the erection of stop signs which will reduce the effectiveness of the arterial street system. The arbitrary installation of stop signs at locations such as this would reduce the effectiveness of the arterial street system, and therefore, tend to divert through traffic to local residential

streets.

The subject intersection is located at the bottom of a hill on Lake Avenue such that northbound motorists might experience difficulties stopping during winter weather conditions. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to come to a stop and the motorist for whatever reason, fails to stop for the stop sign. In fact, in 1987 the school crossing guard was relocated from this intersection to Lake and Delawana because of a problem with motorists not stopping for the guard. One serious collision occurred when the school crossing guard was struck by a northbound motorist who failed to stop for the guard.

For the above reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Lake and Huckleberry.


HARTON
STREET
NORTH
AVENUE
LAKE
BOW VALLEY DRIVE
BERKINDALE DRIVE
RIVERBANK CT
CRYSTAL COURT
HIGHRIDGE AVENUE
FAIRHOLME CT
SEABROOKE
HONEYWELL DRIVE
HONEYWELL COURT
RIVERCREST ROAD
COLCREST STREET
EVELYN STREET
JASON CT.
PRINS AVENUE
VITTORITO AVE.
CAPRI CRESCENT
ISLE STREET
SYLVESTER STREET
BLUEBERRY DRIVE
HUCKLEBERRY DRIVE
HUCKLEBERRY PLACE
STRAWBERRY DRIVE
CRANBERRY COURT
QUEENSTON ROAD
HAMILTON CITY LIMITS
DE/S-82a
DE-3
Lmr-1
E/S-306
E-2/S-306a
DE/S-306
G-4/S-912a
RT20/S-304
D/S-311
C/S-347
C/S-877a
C/S-214
D/S-214
D/S-444
A/S-1030
RT20/S-487
R-2
AA
A
B
C
D
G
H

5.1 (viii)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Barclay Street and Cline Avenue - Intersection Control. [TEC-142-91]

RECOMMENDATION:

That three-way stop control not be implemented at the intersection of Barclay Street and Cline Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop signs on Cline at Barclay would result in increased motor vehicle operating costs in the order of $10,000.00 per year.

BACKGROUND:

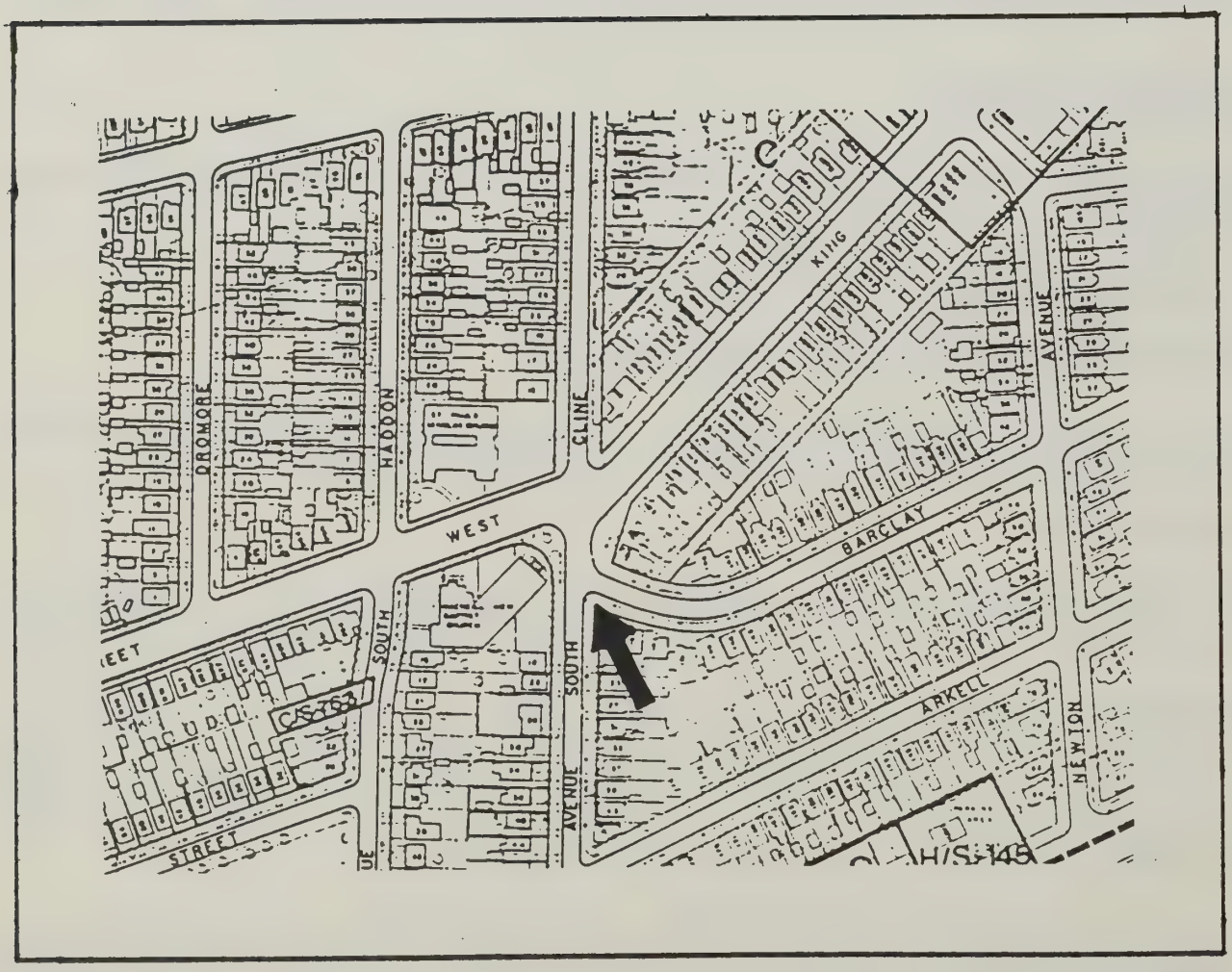
The Transport and Environment Committee at its meeting held 1991 June 17, directed staff to investigate the need for three-way stop control at the intersection of Barclay and Cline.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. However, at the June 17th Transport and Environment Committee meeting a stop sign was approved for westbound traffic on Barclay at Cline. Traffic Department records indicate that there has been only one reported collision at this intersection in the past eight years. Thus, the intersection is operating safely.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

Due to the unusual configuration of the intersection and the extremely close proximity to King Street, as shown below, the erection of stop signs on Cline at Barclay would lead to serious confusion on the part of motorists and a subsequent high rate of violation of the stop signs.

For the above reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Barclay and Cline.



5.1(ix)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 30

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Broughton East Neighbourhood - Intersection Control. (TEC-159-91)

RECOMMENDATIONS:

a) That northbound traffic on Ashridge Place be required to stop for eastbound and westbound traffic on Broughton Avenue; and

b) That southbound traffic on Derby Street be required to stop for eastbound and westbound traffic on Ossington Drive; and

c) That southbound traffic on Charwood Court be required to stop for eastbound and westbound traffic on Beaverbrook Avenue; and

d) That southbound traffic on Hartleigh Court be required to stop for eastbound and westbound traffic on Beaverbrook Avenue; and

e) That southbound traffic on Grayrocks Avenue be required to stop for eastbound and westbound traffic on Beaverbrook Avenue; and

f) That three-way stop control be implemented at the intersection of Broughton Avenue and Grayrocks Avenue; and

g) That three-way stop control be implemented at the intersection of Cadham Boulevard and Broughton Avenue; and

h) That southbound traffic on Ossington Drive be required to stop for eastbound and westbound traffic on Broughton Avenue; and

i) That southbound traffic on Broughton Avenue be required to stop for eastbound and westbound traffic on Beaverbrook Avenue; and

j) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

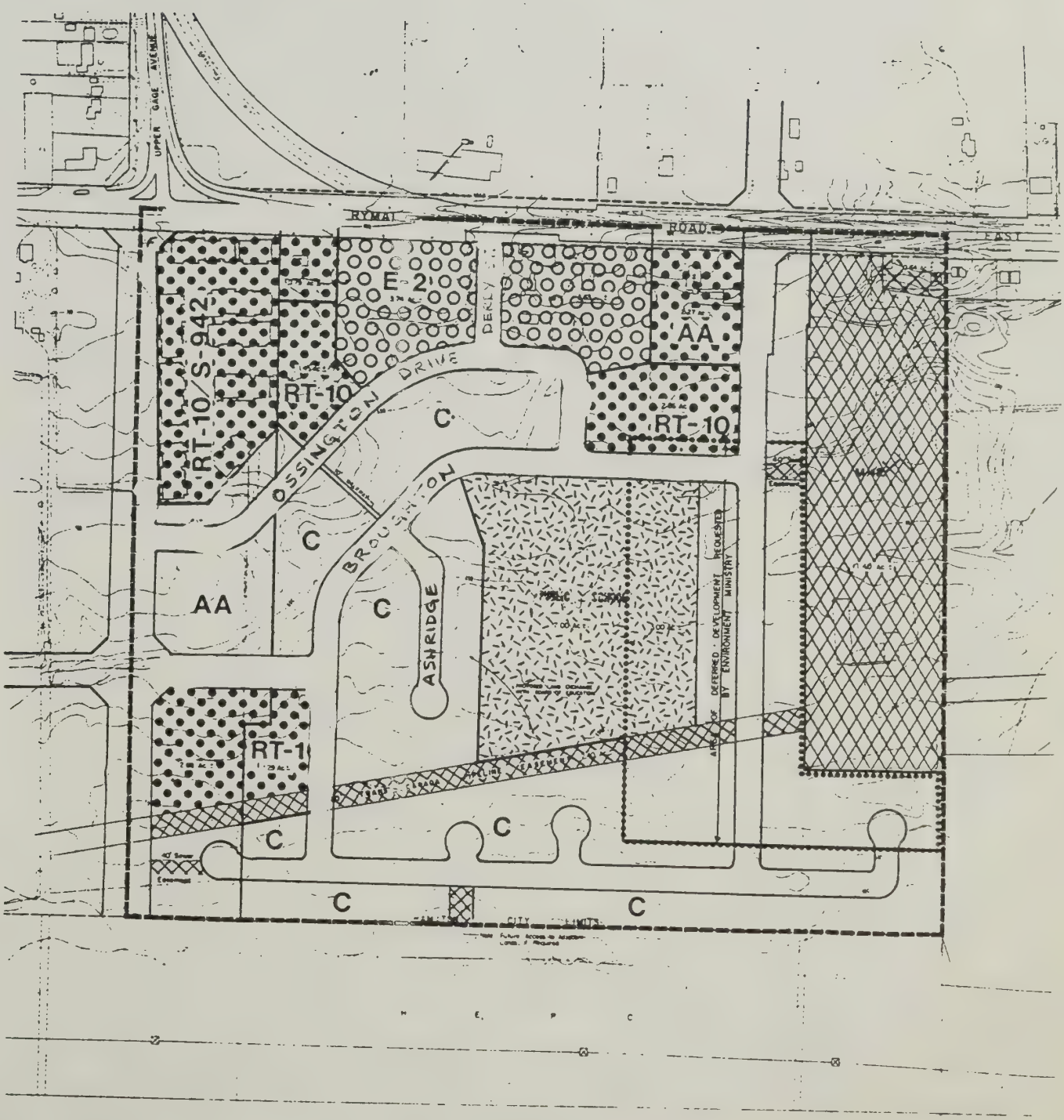
BACKGROUND:

Alderman Tom Jackson and Alderman Vince Formosi have advised of requests that three-way stop control be implemented at the intersections of Derby and Ossington and Broughton and Ashridge. Both intersections are located within the Broughton East Neighbourhood.

The Traffic Department has concluded that three-way stop control is not required at these intersections at this time, but recommends a one-way stop on the stem of these "T" type intersections.

Notwithstanding, the Traffic Department has conducted a review of stop control for the entire Broughton East Neighbourhood and recommends that three-way stop control be implemented at the intersections of Broughton and Grayrocks and Broughton and Cadham. The Traffic Department also recommends that, as a safety measure related to the right-of-way at this intersections, stop control be implemented on the stems of the remaining seven "T" type intersections.

c.c. Alderman Tom Jackson, Ward 6
c.c. Alderman Vince Formosi, Ward 6



NOTE: This is a **GUIDE PLAN** only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments

Neighbourhood Bounda
Zoning Boundary

Approvals

Planning Committee JULY 14, 1976 C
(Board)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 August 15

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Christie Street and Kennedy Avenue and Christie Street and Alderson Drive - Intersection Control. [TEC-181-91]

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersections of Christie Street and Kennedy Avenue or Christie Street and Alderson Drive.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stops at these locations will result in increased motor vehicle costs in the order of $10,000.00 per year per intersection.

BACKGROUND:

Alderman Tom Murray has requested that four-way stop control be implemented at the intersections of Christie and Kennedy and Christie and Alderson.

1. **Intersection of Christie Street and Kennedy Avenue**

   The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Kennedy is required to stop for northbound and southbound traffic on Christie. Traffic Department records indicate that thee have been only two reported collisions at this intersection in the past eight years. This is a good collision record for this type of intersection.

   Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately

100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

Presently, traffic on Christie is required to stop one block north of Kennedy at Rymal and one block south of Kennedy at Malton. The Traffic Department would consider an additional stop on this short section of street to be over-restrictive and unnecessary. Also, the intersection of Rymal and Christie/West 5th will likely be controlled by a traffic signal in the near future. Research has shown that the erection of stop signs within 1,000 feet of a traffic signal creates a conflict for the motorist, in that the motorist "attempting to make the light" fails to observe the stop sign. This has been proven to cause collisions to the extent that the Department does not support stop signs within 1,000 feet of a traffic signal under any circumstances because this condition is inherently unsafe. The intersection of Kennedy and Christie is only approximately 450 feet south of Rymal and West 5th/Christie.

For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersection of Kennedy and Christie at this time.

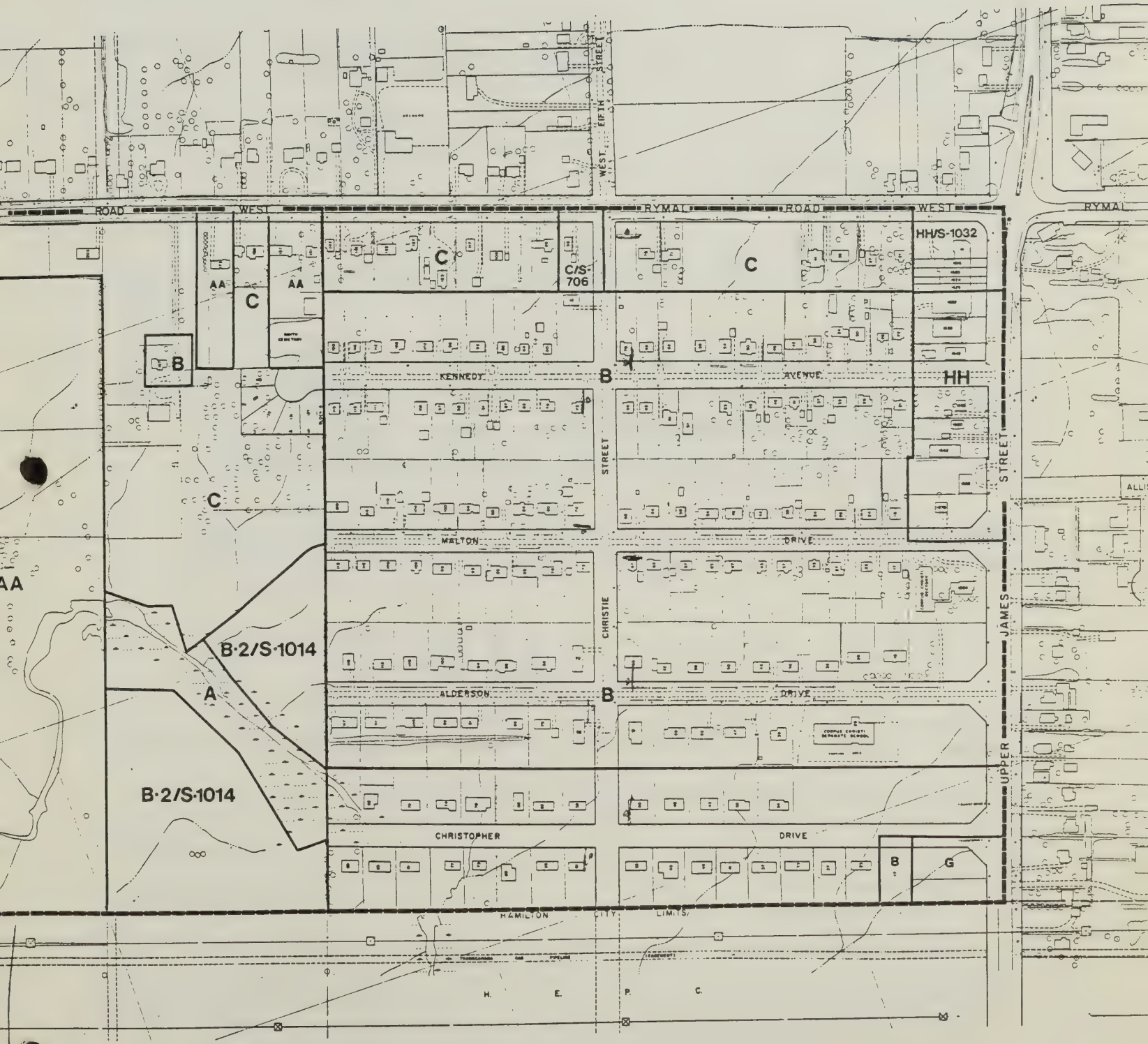
2. Intersection of Christie Street and Alderson Drive

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Alderson is required to stop for northbound and southbound traffic on Christie. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the intersection is operating extremely safely and four-way stop control could not improve upon this perfect collision record.

Presently, northbound and southbound traffic is required to stop one block north at Malton, and an additional stop on Christie at Alderson would be overrestrictive and unnecessary.

Stop signs should not be used for the purpose of speed control, and again, none of the criteria respecting the use of all-way stop control are met at this location at this time.

For the above noted reasons, the Traffic Department does not support the request for four-way stop control at the intersection of Christie and Alderson.


WEST FIFTH STREET
RYMAL ROAD WEST
RYMAL
HH/S-1032
C/S-706
C
AA
B
HH
KENNEDY AVENUE
STREET
MALTON DRIVE
CHRISTIE
JAMES
UPPER
ALDERSON DRIVE
B-2/S-1014
A
CHRISTOPHER DRIVE
G
HAMILTON CITY LIMITS
H. E. P. C.

CITY COUNCIL
HAMILTON, CANADA

Alderman Tom Murray
Chairman – Parks & Recreation Committee
Chairman - Copps Coliseum Committee
Police Commissioner

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 387-9243 – WARD 8

AUG 12 1991

August 9, 1991

Ms. Tina Agnello, Secretary
Transport and Environment Committee

RE: Monday, August 19, 1991 T. & E. Meeting

Dear Ms. Agnello:

I am requesting that the intersections of Kennedy and Christie and Alderson and Christie, request for four-way stop control, be placed on the agenda for the August 19, 1991 meeting of the Transport and Environment Committee.

Should you have any questions, please don't hesitate to contact my office.

Yours very truly,

Tom Murray
Alderman, Ward 8

/ck

cc: Mr. Marty Hazell, Manager
Legislative Division
Traffic Department

5.2(i)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Walnut Street between Jackson Street and Hunter Street - Parking Regulations. [TEC-155-91]

RECOMMENDATION:

a) That the four existing two hour parking meters on the west side of Walnut Street between Hunter Street and a point 154 feet northerly therefrom be removed; and

b) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Walnut Street commencing at a point 54 feet north of Hunter Street and extending to a point 100 feet northerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

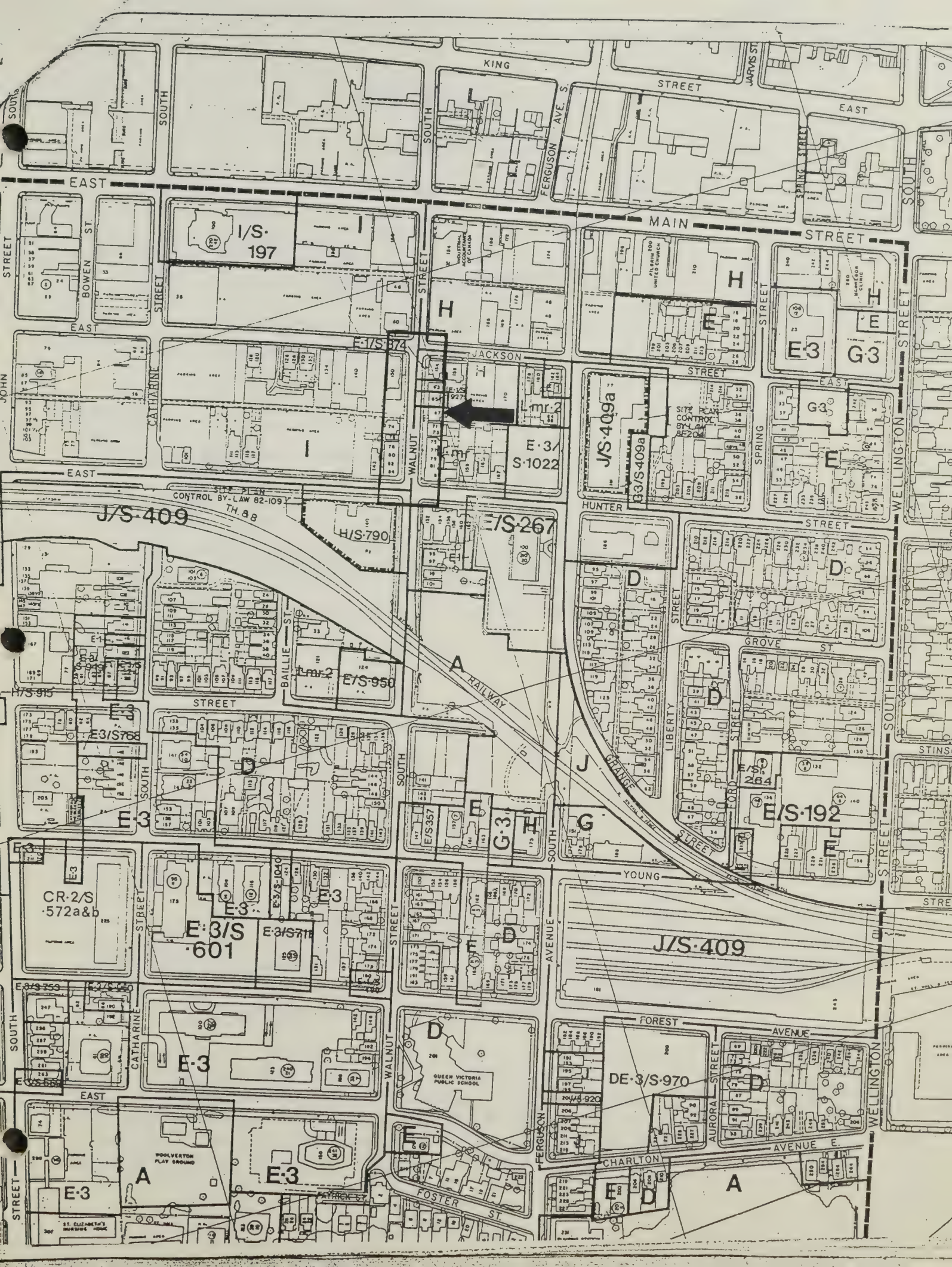
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and removing the subject meters.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 11 of the 14 one, two and three family dwellings abutting Walnut between Jackson and Hunter, requesting that the existing two hour meters on the west side of the street be replaced with a "One Hour Parking Time Limit, 8:00 a.m., to 6:00 p.m., Monday to Friday" regulation. All 11 residents who signed the petition are in favour of the requested regulation.

Walnut has a 30 foot pavement width, and presently, parking is prohibited on the east side and there are seven two hour metered parking spaces on the west side of the street in this block.

The resident who circulated the petition has expressed concern that there are no available on-street parking spaces for the residents in this block, except for the metered parking spaces. An investigation has revealed that there are 14 residential properties and four commercial properties in this block. Therefore, the Traffic Department recommends replacing the four meters in the southerly half of the block with a parking time limit regulation and to retain the three parking meters along the commercial flankage. The residents would then be eligible to purchase permits at a cost of $24.00 per permit each year which would exempt their vehicles from the signed time limit.


KING STREET EAST
MAIN STREET EAST
JACKSON STREET EAST
HUNTER STREET EAST
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE E.
GROVE ST.
FOSTER ST.
PATRICK ST.
JARVIS ST.
SPRING STREET
BOWEN ST.
CATHARINE STREET SOUTH
WALNUT STREET SOUTH
BAILLIE ST.
FERGUSON AVE. S.
WELLINGTON STREET SOUTH
JOHN STREET SOUTH
LIBERTY STREET
FORD STREET
AURORA STREET
RAILWAY
GRANGE
I/S·197
E-3/S·874
mr-2
E·3/S·1022
J/S·409a
G3/S·409a
SITE PLAN CONTROL BY-LAW 82-109
J/S·409
H/S·790
E/S·267
E/S·950
E/S·915
E3/S768
E/S·357
E/S·192
E/S·264
CR·2/S·572a&b
E·3/S·601
E·3/S·1049
E·3/S·711
J/S·409
DE·3/S·970
J/S·920
QUEEN VICTORIA PUBLIC SCHOOL
WOOLVERTON PLAY GROUND
ST. ELIZABETH'S NURSING HOME

5.2(ii)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Parking regulations in the vicinity of Vine and MacNab Streets. (TEC-163-91)

RECOMMENDATION:

a) That the existing one hour parking meters on both sides of MacNab Street between York and Cannon be changed to two hour meters;

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

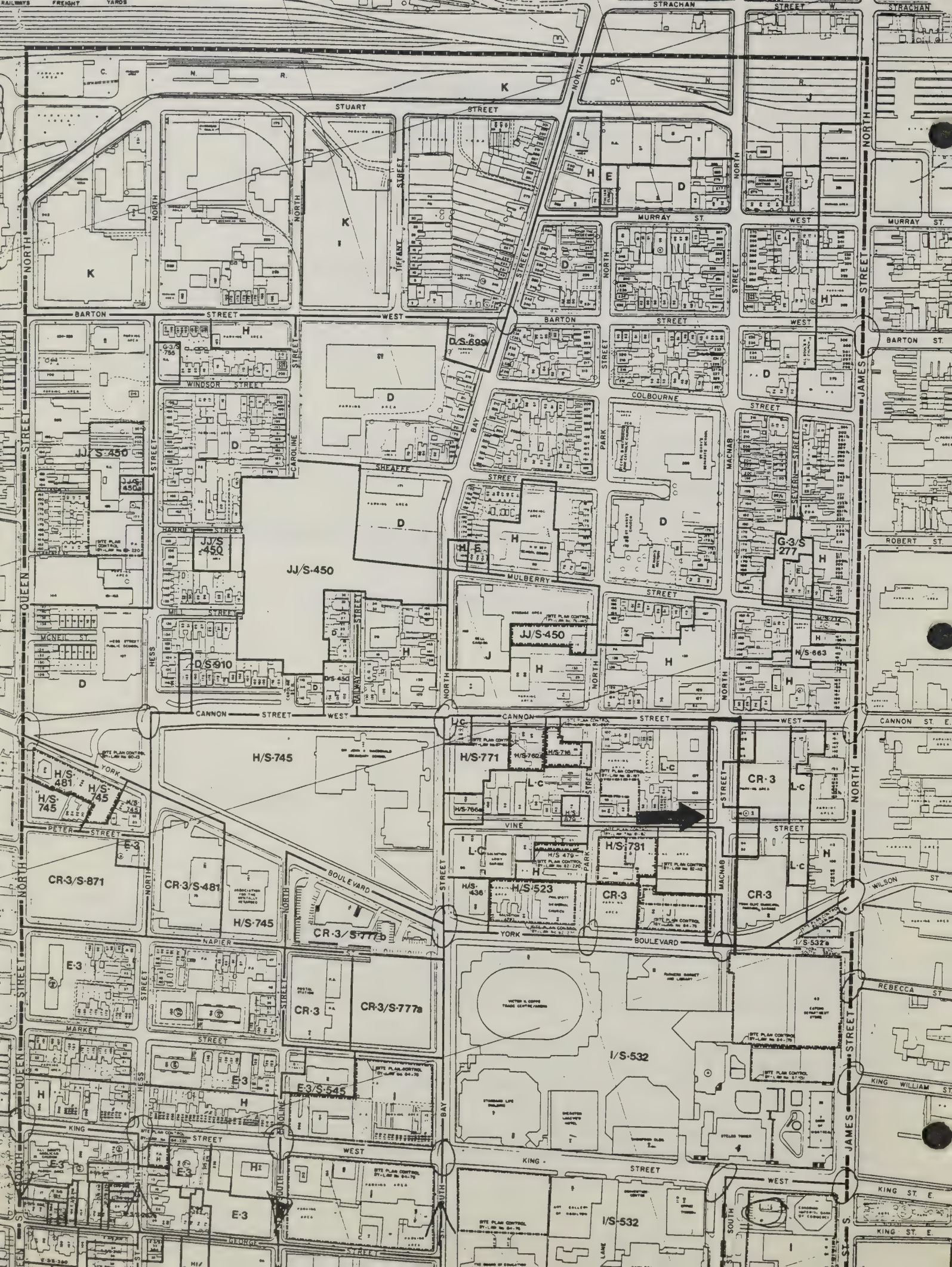
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of replacing the existing parking meters.

BACKGROUND:

A meeting recently took place with His Worship Mayor Robert M. Morrow and representatives of Her Majesty's Army and Navy Veteran's Society of Hamilton which is located at the northeast corner of MacNab and Vine, respecting the lack of available on-street parking in the area. Concerns were expressed that the existing one parking meters in the area do not provide sufficient time for patrons of this establishment.

Presently, there are one hour parking meters on MacNab between York and Cannon, except for two two hour meters on the west side immediately south of Cannon. The Traffic Department concurs that the one hour time limit is likely not adequate for patrons of this establishment or for customers of the Eaton Centre, Farmer's Market, etc. Therefore, it is recommended that all of the one hour parking meters on MacNab Street between York and Cannon be changed to two hour meters.


RAILWAYS FREIGHT YARDS
STRACHAN STREET W.
STRACHAN
STUART STREET
NORTH
MURRAY ST.
WEST
BARTON STREET WEST
BARTON ST.
JAMES STREET NORTH
WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
MULBERRY STREET
ROBERT ST.
QUEEN STREET
HARRIS STREET
MILL STREET
MCNEIL ST.
CANNON STREET WEST
CANNON ST. E.
YORK BOULEVARD
PETER STREET
VINE STREET
WILSON ST
NAPIER STREET
REBECCA ST
MARKET STREET
KING STREET WEST
KING WILLIAM ST
KING ST. E.
GEORGE STREET
BAY STREET
CAROLINE STREET SOUTH
HESS STREET
PARK
MACNAB
RAILWAY
TIFFANY STREET
D/S-699
D/S-910
D/S-410
JJ/S-450
H/S-745
H/S-481
H/S-771
H/S-781
H/S-523
H/S-436
H/S-663
G-3/S-277
CR-3/S-871
CR-3/S-481
CR-3/S-777a
E-3/S-545
I/S-532
I/S-532a
CR-3
E-3
L-C

5.2(iii)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 August 2

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Mary Street and Simcoe Street - Corner Clearance. (TEC-170-91)

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the east side of Mary Street commencing at Simcoe Street and extending to a point 91 feet southerly therefrom; and

b) That the City of Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

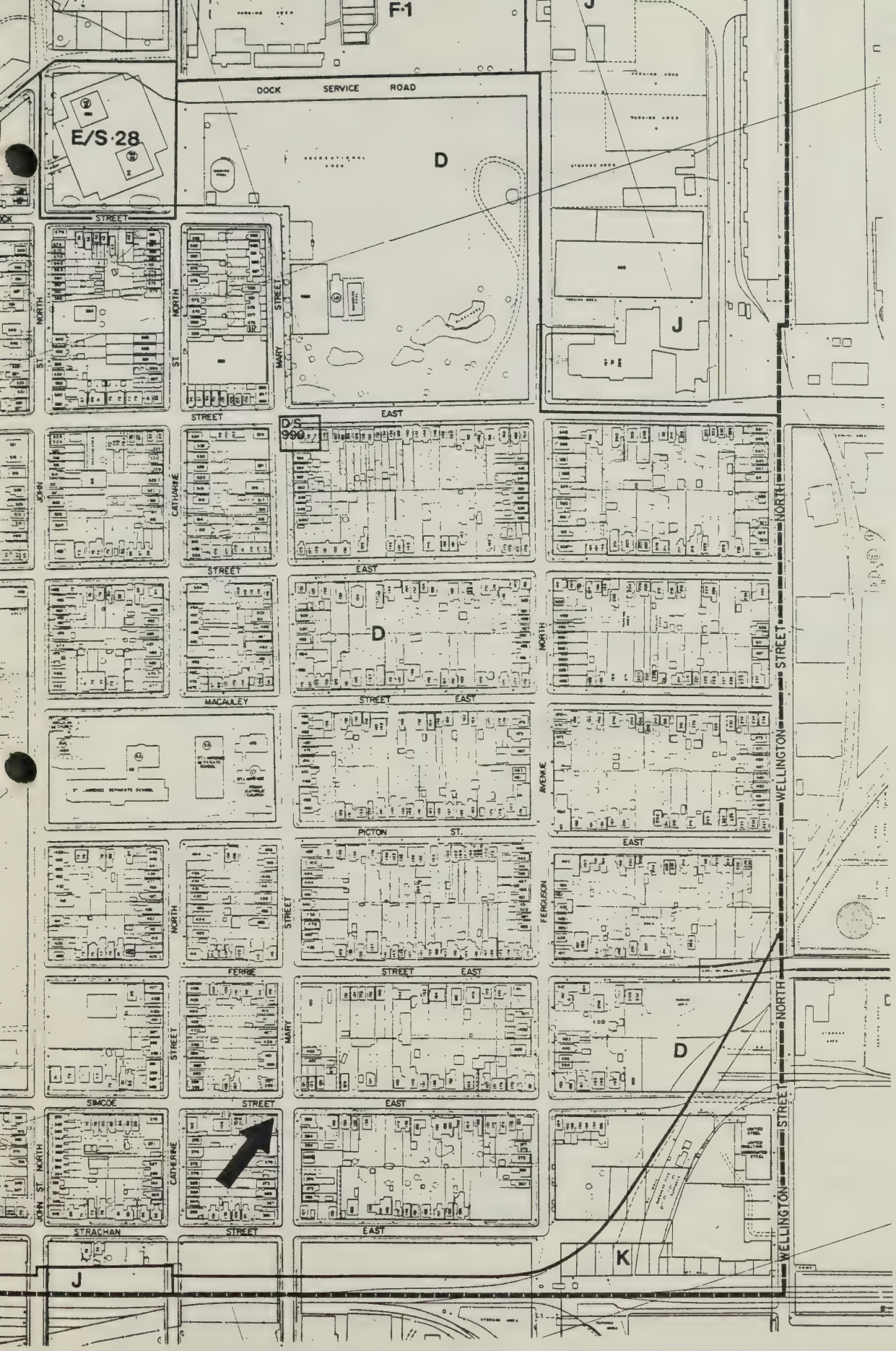
BACKGROUND:

Alderman Vince Agro has requested that four-way stop control be implemented at the intersection of Mary and Simcoe.

The Traffic Department has concluded that four-way stop control is not warranted at this intersection at this time. However, there have been a number of right angle collisions at this intersection. Therefore, to improve visibility for westbound motorists on Simcoe attempting to enter Mary, the Traffic Department recommends implementing a corner

clearance on the east side of Mary, south of Simcoe.

The implementation of the proposed regulation will result in a loss of two legal on-street parking spaces. However, the two residents whose property abuts the proposed regulation have off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


F-1
DOCK SERVICE ROAD
E/S 28
D
J
STREET
NORTH ST.
MARY STREET
EAST
D/S 999
JOHN
CATHARINE
MACAULEY
PICTON ST.
AVENUE
WELLINGTON STREET
FERGUSON
FERRIE
SIMCOE
STRACHAN
K

5.2 (iv)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 180 Julian Avenue - request for a "Wheelchair Loading Zone". (TEC-166-91)

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 11:00 a.m. to 7:00 p.m., seven days a week" regulation be implemented on the east side of Julian Avenue, commencing at a point 190 feet south of Britannia Avenue and extending to a point 24 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

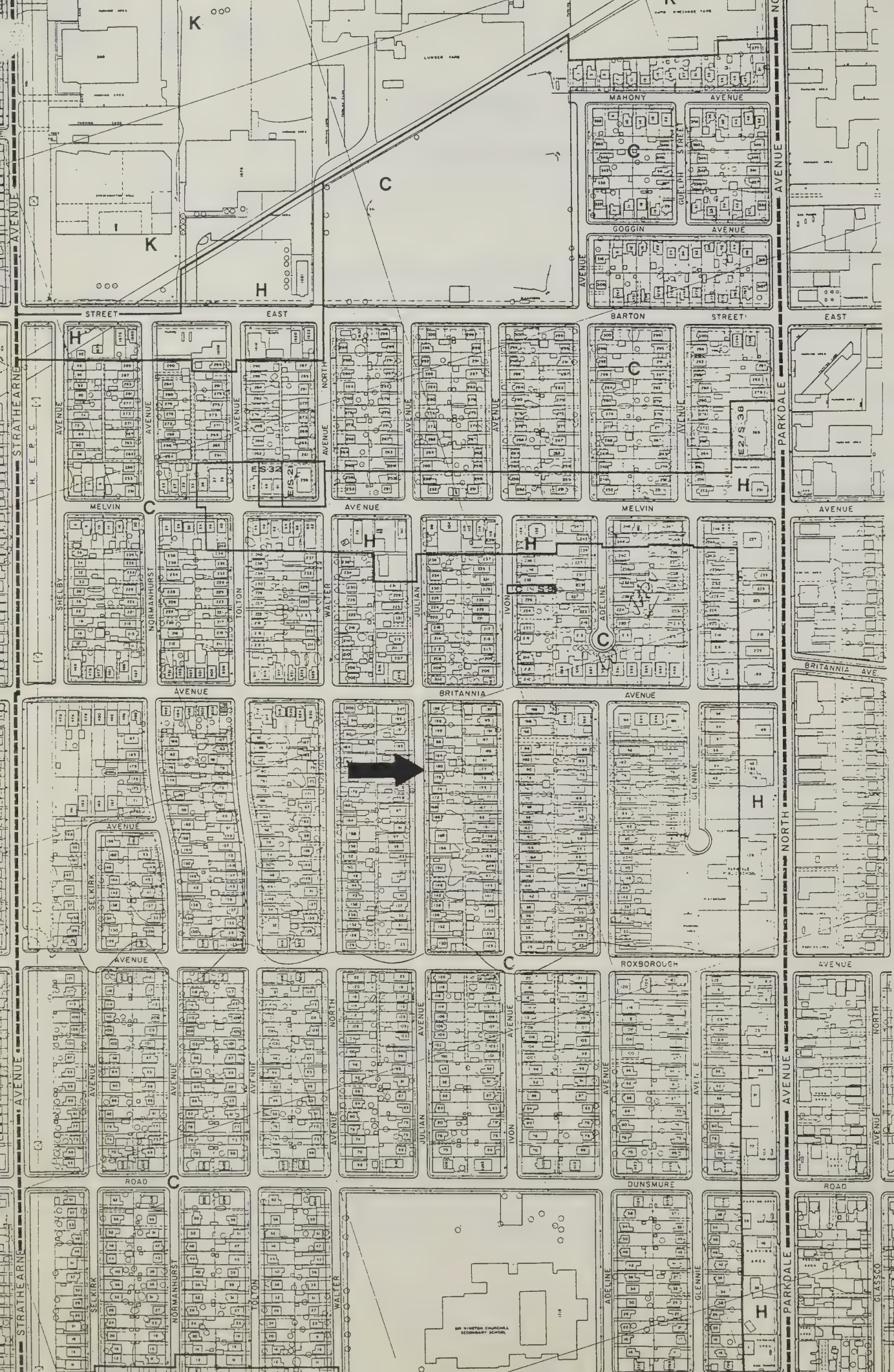
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. June Browne, 180 Julian Avenue, that a wheelchair loading zone be implemented in front of her home in order to reserve a loading area for Darts vehicles to load and unload her husband who is handicapped. Julian has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space directly in front of the applicant's home and the applicant has agreed to limit the hours for loading and unloading to 11:00 a.m. to 7:00 p.m., such that the space is available for parking each evening. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.


MAHONY AVENUE
GOGGIN AVENUE
BARTON STREET EAST
MELVIN AVENUE
BRITANNIA AVENUE
ROXBOROUGH AVENUE
DUNSMUIR ROAD
STRATHEARNE AVENUE
PARKDALE AVENUE NORTH
SELKIRK AVENUE
NORMANHURST AVENUE
TOLTON AVENUE
WALTER AVENUE
JULIAN AVENUE
IVON AVENUE
ADELINE AVENUE
GLENNIE AVENUE
GUELPH STREET
H. E. P. C.
SIR WINSTON CHURCHILL SECONDARY SCHOOL
E2/S.38
S.59
S.32
EIS.2

5.2(v)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 23 Greendale Drive - Request for a Wheelchair Loading Zone. [TEC-154-91]

RECOMMENDATION:

a) That a "No Stopping Wheelchair Loading Only, 7:00 a.m. to 9:00 p.m., seven days a week" regulation be implemented on the west side of Greendale Drive commencing at a point 184 feet south of the south curb line of the north leg of Greendale Drive and extending to a point 17 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

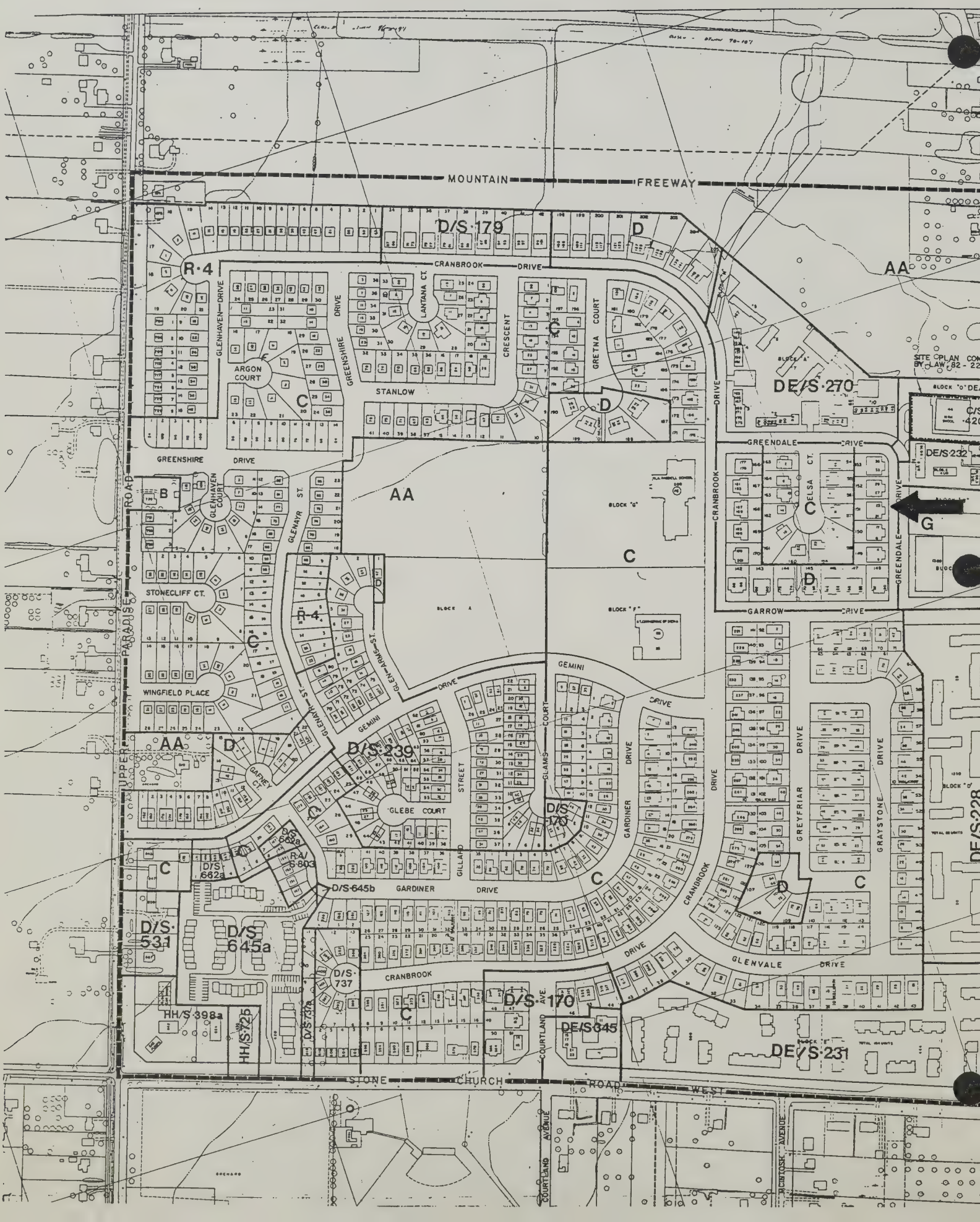
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Susan Moore, 23 Greendale Drive, that a wheelchair loading zone be implemented on the street in front of her home in order to reserve a space for Darts vehicles to load and unload her child who is handicapped.

Greendale has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The implementation of the requested regulation will result in a loss of one legal on-street parking space directly in front of Ms. Moore's property. However, since parking would be permitted on both sides of the street for the remainder of the block, and since all area residents have off-street parking provided, the Traffic Department does not anticipate any parking difficulties for area residents and therefore, concurs with the request.


MOUNTAIN FREEWAY
D/S-179
CRANBROOK DRIVE
R-4
GLENHAVEN DRIVE
ARGON COURT
GREENSHIRE DRIVE
LANTANA CT.
CRESCENT
GRETNA COURT
STANLOW
AA
DE/S-270
SITE PLAN CONTROL BY-LAW 82-22
GREENDALE DRIVE
ELSA CT.
DE/S-232
GARROW DRIVE
GLENHAVEN COURT
GLENAYR ST.
STONECLIFF CT.
WINGFIELD PLACE
GEMINI
GLEBE COURT
GLAMIS COURT
GARDINER DRIVE
GREYFRIAR DRIVE
GRAYSTONE DRIVE
GLENVALE DRIVE
D/S-239
D/S-662a
R4/S-803
D/S-645b
D/S-531
D/S-645a
D/S-737
HH/S-398a
HH/S-725
D/S-170
DE/S-345
DE/S-231
DE/S-228
STONE CHURCH ROAD WEST
COURTLAND AVENUE
UPPER PARADISE ROAD

5.2(vi)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 31

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 61 Picton Street West - Request for a Reserved "Permit Parking" Space for a Handicapped Resident. (TEC-168-91)

RECOMMENDATIONS:

a) That a "Permit Parking" regulation be implemented on the south side of Picton Street West commencing at a point 134 feet east of Bay Street North and extending to a point 21 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. William Walton, 61 Picton Street West; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Dorothy Walton, 61 Picton Street West, that a reserved "Permit Parking" space be designated on the street in front of her home since her husband is handicapped.

Picton has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Walton possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will reserve one legal on-street parking space directly in front of the applicant's home and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


HARBOUR
HEADLINE
F-1
F-1/S-838
L-f-1
L-f-1
L-f-1
F-1
F-1
F-1
A
A
K
J
J
E
D
D
C
DE-3
DE/S-65
H/S 818
LEANDER
Drive
BAY
WOOD
BURLINGTON
STREET
MACNAB
MACAULEY
PICTON
NICHOL
FERRIE
SIMCOE
GUISE
NORTH
WEST
JAMES
STREET

5.2(vii)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 29

REPORT TO: Tina Agnello
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 99 Hillcrest Avenue - Request for a reserved "Permit Parking" space for a Handicapped Resident (TEC-164-91)

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Hillcrest Avenue, commencing at a point 165 feet west of the extended west curb line of Beulah Avenue and extending to a point 20 feet westerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. F. Cochrane, 99 Hillcrest Avenue; and

c) That the City Traffic By-Law 89-72 be amended accordingly

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. F. Cochrane, 99 Hillcrest Avenue, that a reserved "Permit Parking" space be implemented on the south side of Hillcrest, directly in front of her home since her mother is handicapped.

Hillcrest has a 24 foot pavement width, and presently, there is an "Alternate Side Parking"

regulation on the street in this area. Parking is prohibited on the north side of the street during the winter months.

The City Council on 1987 December 08, approved a policy to allow for the implementation of reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that the applicant possesses a valid permit. Although the applicant has a mutual driveway, it is on a rather steep grade, such that they do not use their driveway during the winter months. Therefore, the Traffic Department concurs with the request.

The applicant has also advised that they do not require a reserved parking space when parking is on the north side of the street under the existing "Alternate Side Parking" regulation.


ABERDEEN AVENUE
GLENSIDE AVENUE
HILLCREST AVENUE
HILLCREST
SOUTH STREET
ORCHARD STREET
DUNDURN
CHEDOKE AVENUE
FLATT AVENUE
HYDE PARK AVENUE
MOUNT ROYAL AVE
COTTAGE AVENUE
BEULAH
MILES COURT
BROW
MOUNTAIN DRIVE
A
C
D
H

5.2(viii)

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 30

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Parking Regulations on Freeman Place and on Mountwood Avenue. **(TEC-137-91)**

RECOMMENDATION:

That no action be taken regarding the petition for a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation to be implemented on portions of Freeman Place and Mountwood Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

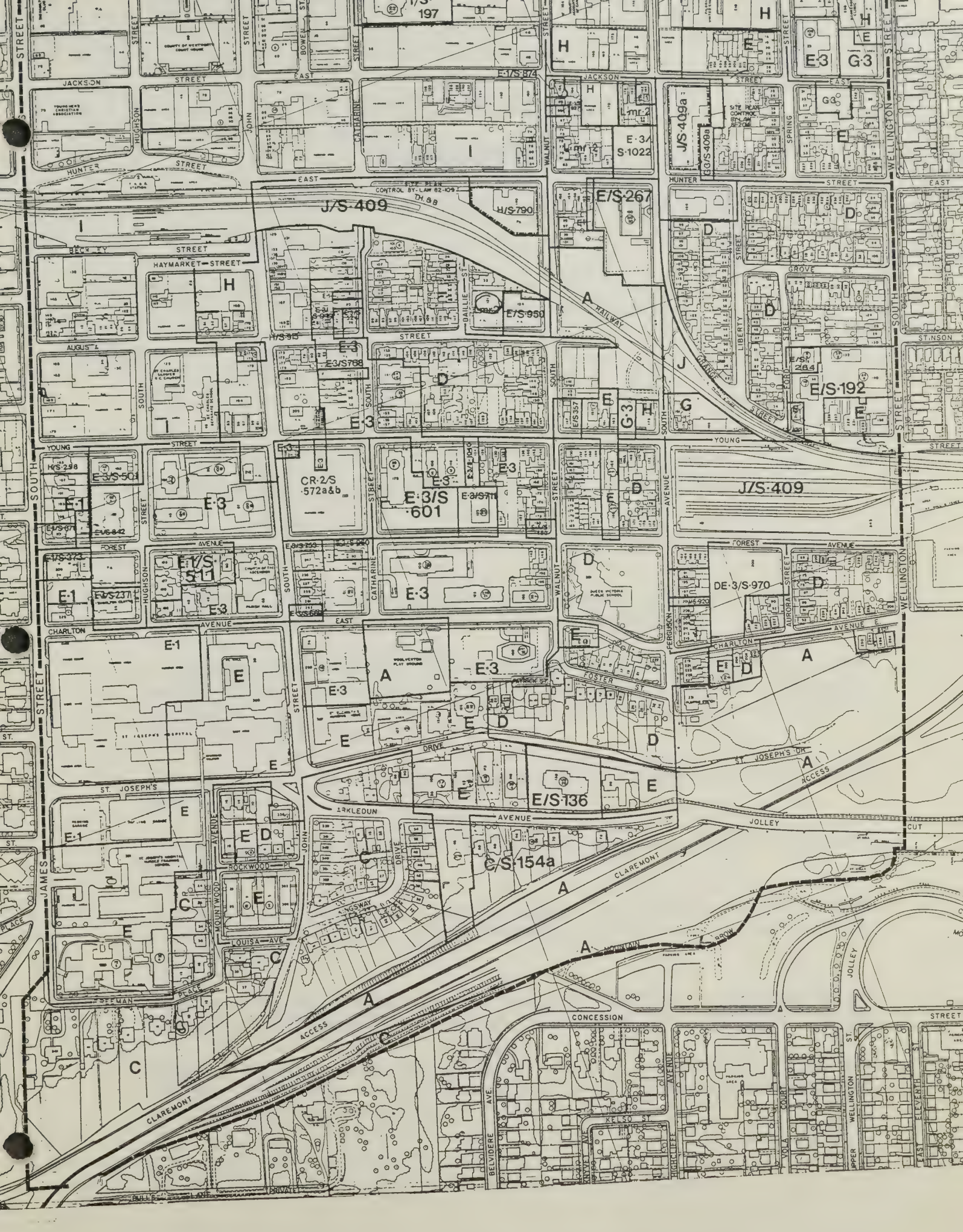
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 9 of the 12 one, two and three family dwellings abutting Freeman and also on Mountwood to the south of Louisa requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both Freeman and Mountwood. The Traffic Department has also contacted one additional resident who indicated his support for the proposed regulation.

Presently, there is a "No Parking" regulation on both sides of Freeman in this area except for a small section of unrestricted parking in front of the apartment buildings on the north side of the street. There is unrestricted parking on the east side of Mountwood in this area. There are six apartment buildings in the vicinity of Freeman and Mountwood. All six buildings depend heavily on on-street parking for their tenants because of insufficient off-street parking.

The resident who circulated the petition has expressed concern regarding congestion on the street especially during the morning created by long-term non-resident parking by staff and visitors to St. Joseph's Hospital.

A certain amount of congestion is likely to occur since the street is only 20 feet wide. However, limiting the parking to a one-hour time limit would not relieve this congestion, and since this is a very localized situation, the Traffic Department does not consider this to be a serious problem. On the other hand, after contacting the superintendent of two of the apartment buildings, it was revealed that the implementation of a time limit regulation would cause serious hardship for abutting apartment tenants. Therefore, the Traffic Department does not concur with this request.


JACKSON STREET
HUNTER STREET
EAST
J/S-409
CONTROL BY-LAW 82-109
TH. 88
H/S-790
E/S-267
HAYMARKET STREET
BECK ST.
DALLIE ST.
E/S-950
RAILWAY
GRANGE
LIBERTY STREET
GROVE ST.
E/S-192
E/S-264
ST. INSON STREET
SOUTH
YOUNG STREET
AUGUSTA
E3/S-788
E/S-357
E3/S-1040
E3/S-771
CR-2/S-572a&b
E-3/S-601
J/S-409
FOREST AVENUE
DE-3/S-970
CHARLTON AVENUE
E-1/S-511
E/S-237
E/S-672
E/S-842
E/S-873
E/S-501
H/S-258
HUGHSON STREET
CATHARINE STREET
WALNUT STREET
FERGUSON AVENUE
AURORA STREET
WELLINGTON STREET
QUEEN VICTORIA PUBLIC SCHOOL
FOSTER ST.
PATRICK ST.
ST. JOSEPH'S DRIVE
ACCESS
E/S-136
ARKLEDUN AVENUE
JOLLEY CUT
ST. JOSEPH'S AVENUE
JOHN STREET
ROCKWOOD PL.
MOUNTWOOD AVENUE
LOUISA AVE.
JAMES STREET
PLACE
DUFFUAN PLACE
CLAREMONT ACCESS
C/S-154a
CLAREMONT DRIVE
MOUNTAIN DRIVE
MOUNTAIN ROW
CONCESSION STREET
BELVIDERE AVE.
KELSO AVE.
KNYVET AVE.
HIGHCLIFFE AVENUE
VOLA COURT
UPPER WELLINGTON ST.
ELEVENTH ST. EAST
BULL'S LANE
PRIVATE

5.3

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 30

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 176 Glow Avenue - Application for a Commercial Boulevard Parking Agreement. (TEC-167-91)

RECOMMENDATION:

That the application of Ms. Mara Pavlica to lease a portion of the boulevard of Glow Avenue adjacent to No. 176 Glow Avenue be approved provided that:

i) The applicant pay the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $55.59 per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

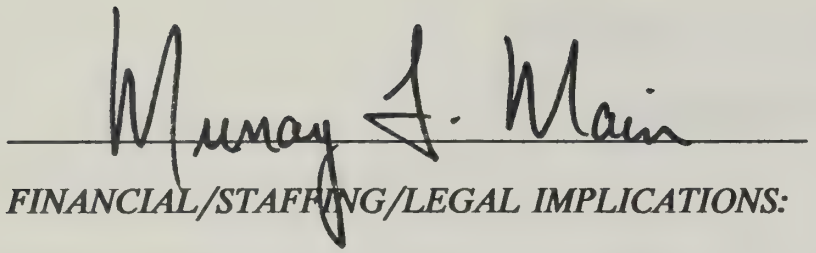
ii) The owners pay a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

iii) The owner pays a one time $166.77 processing fee, as approved by the City Council on 1988 January 12.

iv) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

v) The driveway approach, parking area and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owners expense.

vi) The owner executes an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

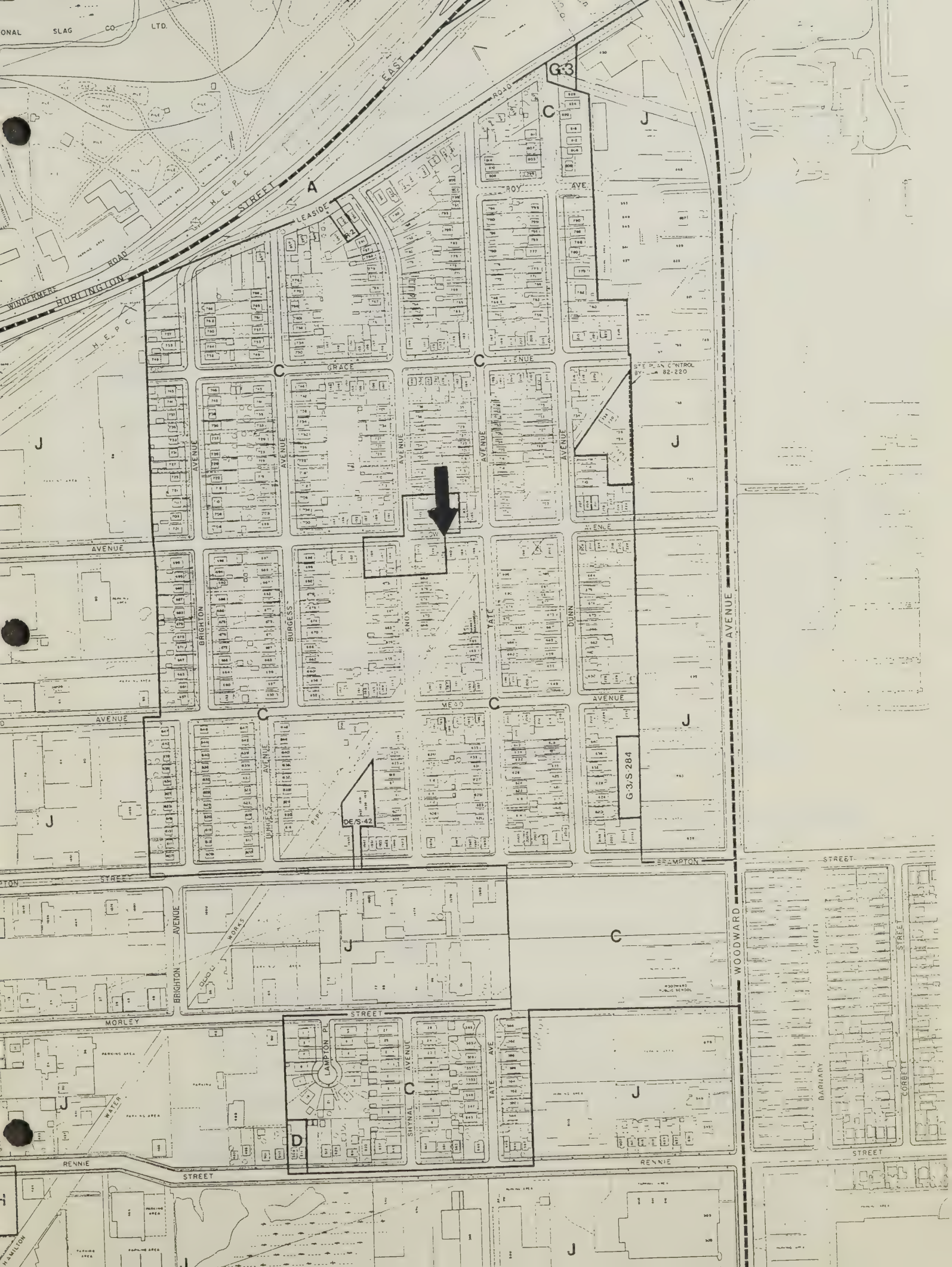
Revenue from the leasing of this City boulevard would be $55.59 per year.

BACKGROUND:

Ms. Pavlica has applied for permission to lease a portion of the road allowance of Glow Avenue adjacent to 176 Glow Avenue, to park one vehicle.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of $257.36 which represents the first annual leasing fee ($55.59) and encroachment insurance ($10.00), as well as the one time registration fee ($25.00) and one time processing fee ($166.77).


SLAG CO. LTD.
EAST
ROAD
LEASIDE
STREET
A
G-3
C
ROY
AVE.
GRACE
AVENUE
J
H.E.P.C.
WINDERMERE
ROAD
BURLINGTON
STEP PLAN CONTROL
BY-LAW 82-220
BRIGHTON
BURGESS
KNOX
YATE
DUNN
MEAD
G-3/S-284
DE/S-42
PIPE
BRAMPTON
STREET
WOODWARD
AVENUE
WORKS
MORLEY
LAMPTON PL.
SKYNAL
TATE
D
WATER
RENNIE
BARNABY
CORBETT

5.4

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 25

AUG - 9 1991

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Delaware Route - Bus Stops and Routing. (TEC-160-91)

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company, the following new bus routes and bus stops be approved:

Route 5 Delaware

i) New Bus Route

Greenhill Avenue from King Street East to Summercrest Drive.

ii) Bus Stop Relocation

- eastbound - delete - Quigley Road, west side, 104 feet south of Albright Road (F/S)

- add - Quigley Road, west side, 49 feet north of Albright Road (N/S).

iii) New Bus Stops

- westbound - on Quigley Road at Veevers Drive, east side, 36 feet south of Veevers Drive (N/S).

- eastbound - on Greenhill Avenue at Monte Drive, west side, 10 feet north of Monte Drive (MB).

- eastbound - on Greenhill, west side, 121 feet north of Tasha Drive (MB).

- eastbound - on Greenhill, west side, 72 feet south of Tommar Place (F/S).

Murray F. Main

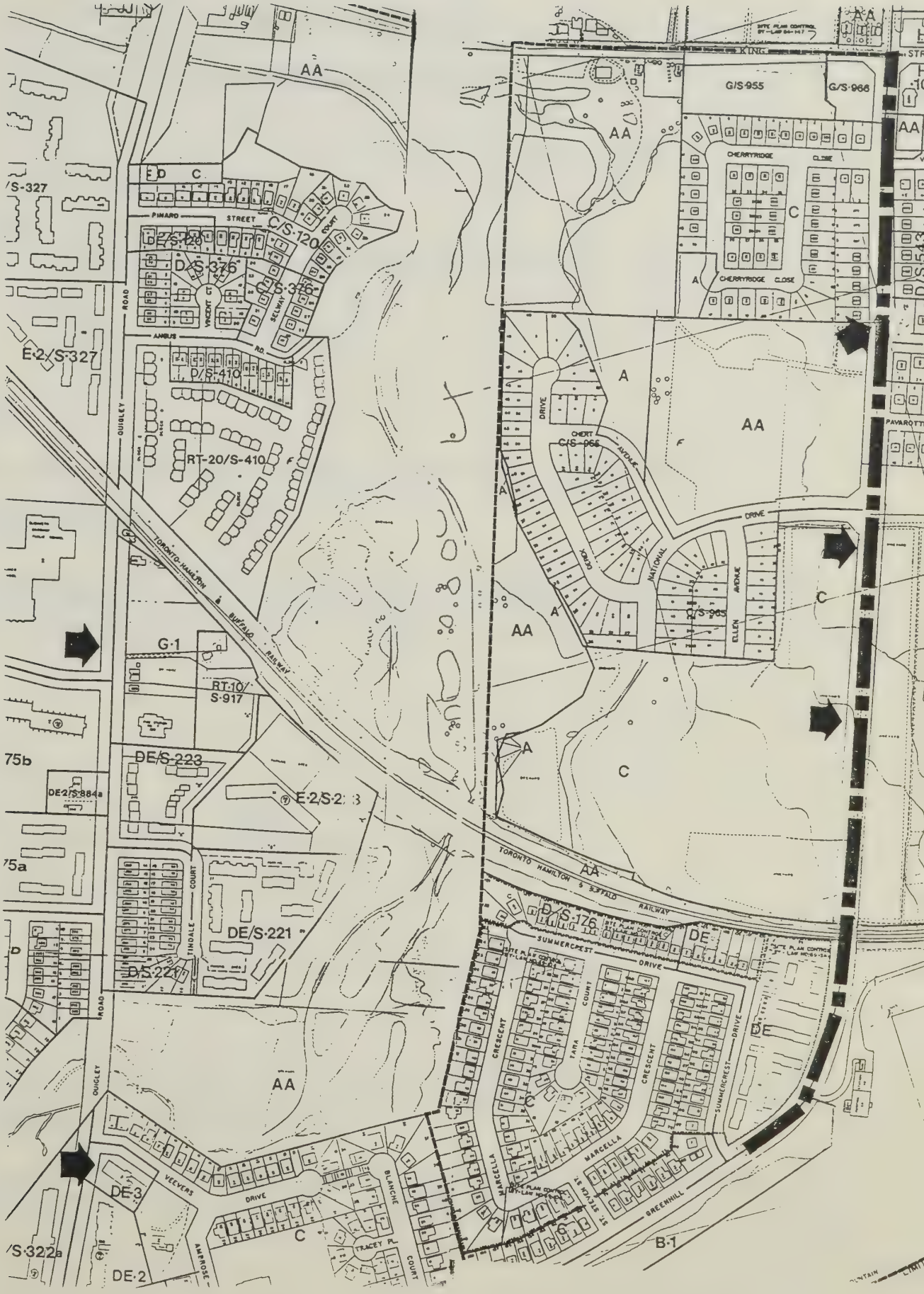
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company requesting permission to operate a new bus route and establish new bus stops in preparation for re-routing of Route 5 Delaware effective 1991 September 01.

The Traffic Department has reviewed these proposals and finds them satisfactory from a traffic point of view. There will be no loss of parking since the proposed bus stops will be located in areas which are presently signed "No Parking" or "No Stopping". Therefore, the Traffic Department concurs with this request.


AA
G/S-955
G/S-966
C
A
C/S-966
AA
C/S-965
C
AA
C/S-120
D/S-376
C/S-376
D/S-410
RT-20/S-410
E-2/S-327
/S-327
G-1
RT-10/
S-917
DE/S-223
E-2/S-2
DE/S-884a
75b
75a
DE/S-221
D/S-221
AA
D/S-176
DE
DE-3
DE-2
/S-322a
C
B-1
PIMARO STREET
VINCENT CT
SELWAY
AMBUS RD.
DUIGLEY ROAD
TINDALE COURT
VEEVERS DRIVE
BLANCHIE COURT
TRACEY PL.
AMBROSE
CHERRYRIDGE CLOSE
DRIVE
CHERT AVENUE
NATIONAL
ELLEN AVENUE
PAVAROTTI
TORONTO HAMILTON & BUFFALO RAILWAY
SUMMERCREST DRIVE
CRESCENT
TARA COURT
MARCELLA
ST. REGIS CRES.
GREENHILL
KING

5.5

CITY OF HAMILTON

- RECOMMENDATION -

AUG - 9 1991

DATE: 1991 July 23

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Attendance at the National Forum on Seniors Transportation. (TEC-157-91)

RECOMMENDATION:

That Mrs. Bernice Price, Hamilton Safety Council representative on the Transport and Environment Committee, be authorized to attend the "Freedom to Move is Life Itself" a National Forum on Seniors Transportation in Winnipeg, Manitoba on 1991 October 27 to 30.

Murray A. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Attendance at this conference is estimated to cost approximately $1500.00 and sufficient funds are available in the 1991 Traffic Department operating budget.

BACKGROUND:

Attached for the Committee's information is an information package on the "Freedom to Move is Life Itself", a National Forum on Seniors Transportation which will be held in Winnipeg, Manitoba on 1991 October 27 to 30.

It is recommended that Mrs. Bernice Price, the Hamilton Safety Council representative on the Transport and Environment Committee, be authorized to attend this conference.

6.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Mayor R. M. Morrow

YOUR FILE:

FROM: Tina Agnello, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: Concerns of Ms. Deborah Burnett Respecting Various Traffic Matters in the North End East Neighbourhood

DATE: 1991 July 31

Please be advised that at the Transport and Environment Committee meeting of July 22, 1991, the above-noted item was tabled to the August 19, 1991 meeting of the Transport and Environment Committee.

TA:lm

T. Agnello
per K.C.

cc: Mr. M. Main

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 July 11

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Concerns of Ms. Deborah Burnett respecting various traffic matters in the North End East neighbourhood. (TEC-149-91)

RECOMMENDATION:

That the Hamilton-Wentworth Regional Police Department be requested to provide additional enforcement of the following violations:

- excessive speed of vehicles on James Street North
- excessive speed of vehicles on John Street North
- motorists not coming to a full stop at the four-way stop at James Street North and Burlington Street
- motorists failing to stop for the school crossing guard at John Street North and Simcoe Street

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of installing a traffic signal at James and Burlington would be approximately $70,000.00. However, no City funds are available, and since the Provincial warrants are not met, no subsidy would be available from the Ministry of Transportation.

BACKGROUND:

His Worship Mayor Robert M. Morrow has asked the Traffic Department to report to the Transport and Environment Committee respecting a number of concerns by Ms. Deborah Burnett, 503-2 Guise Street. The Traffic Department has reviewed these matters, and has the following report:

1. Ms. Burnett has expressed concern regarding the number of motorists who fail to come to a complete stop at the intersection of James and Burlington Streets which is presently controlled by a four-way stop. Since the law is very clear respecting the requirement that motorists come to a full stop, the Traffic Department, by letter dated 1991 April 26, forwarded this concern to the Chief of Police for appropriate enforcement action.

2. Ms. Burnett expressed the view, in a letter dated 1991 April 01, that "traffic lights are needed" in the north end, but did not specify any locations. Subsequently, in a meeting with the Mayor, she suggested that the intersection of Burlington and James should be signalized. A review has determined that the traffic signal installation warrants are not met, because of the extremely low vehicular volumes (8800 per day on Burlington and 900 per day on James) and the relatively low pedestrian volumes.

   Records indicate that there have been only two reported collisions at this intersection in at least the last 10 years. Only one of these collisions involved a pedestrian, and this collision occurred in 1984. Thus, the collision record for this intersection has been excellent, and the installation of a traffic signal would likely increase the number of collisions since a typical signalized intersection in the City averages 5.75 collisions per year. Also, the increased delay caused for pedestrians and motorists by a traffic signal would result in a very high violation rate and a hazardous situation.

   The Ministry of Transportation traffic signal installation warrants are not met, since the volumes of traffic and pedestrians are relatively light and the collision rate has been excellent. Therefore, no subsidy would be available from the Ministry for a traffic signal at James and Burlington.

3. Ms. Burnett has also expressed concern that she has witnessed cars failing to stop for the school crossing guard on John Street North at Simcoe Street. Once again, since the law is very clear, the only recourse is for more enforcement of these dangerous violations. However, the crossing guard at this location has stated that motorists failing to stop is not a problem at this location and that this type of violation has occurred only once within the last several months.

4. Ms. Burnett has also expressed concern regarding the speed of traffic on James Street North, and again, this is a matter of enforcement by the Regional Police Department.

MEMORANDUM

TO: Mayor R.M. Morrow

FROM: Tina Agnello

DATE: July 18, 1991

SUBJECT: Transport and Environment Committee Agenda

Please be advised that the attached Recommendation (Traffic Matters on North End East neighbourhood) will appear as Item No. 8 on the Transport and Environment Committee Agenda for Monday, July 22, 1991.

- Hand delivered by Diane P (Con Adl Mailing) on 1991 Aug 15
- added item To T+E agenda 1991 Aug 19.

7.

The Corporation of the City of Hamilton and/or
The Regional Municipality of Hamilton–Wenworth
c/o Alderman John Gallagher
City Hall 71 Main Street West
Hamilton, Ontario.

We the undersigned RESIDENTS and HOMEOWNERS in the area of Parkplaza Drive and Carriagegate Drive hereby petition The Corporation of the City of Hamilton and/or The Regional Municipality of Hamilton–Wentworth to put in place at the earliest possible time a THREE WAY STOP at the intersection of PARKPLAZA DRIVE and CARRIAGEGATE DRIVE.

The excessive speed of cars and the volume of traffic is a cause of great concern to the parents of young children in this area. A clear run of almost THREE CITY BLOCKS makes PARKPLAZA DRIVE an INVITING DRAG STRIP.

NAME	ADDRESS	SIGNATURE	DATE
T. V. GRAVESTOCK	47 Park Plaza Dr.		July 20/91
D. GRAVESTOCK	47 Park Plaza Dr.		July 20/91
Laura Geiss	83 Park Plaza Dr		July 20/91
JANET GEISS	83 Park Plaza Dr		July 20/91
ROSS JOHNSON	79 " "		July 20/91
LORRAINE JOHNSTON	79 Parkplaza Dr.		July 20/91
C GOOBIE	47 " "		July 20/91
L GOOBIE	47 PARKPLAZA		July 20-91
N. MOONEY	46 PARKPLAZA		July 20/91
K. MOONEY	46 "		July 20/91
SUE SWAN	54 PARKPLAZA DR		July 20/91
D BARNETT	58 Parkplaza		July 20/91
G BARRETT	58 PARK PLAZA		July 20/91
ERNIE GALLO	62 PARK PLAZA DR.		July 20/91
DOREEN GALLO	62 PARK PLAZA DR.		July 20/91
ROD CAMERON	67 PARK PLAZA DR		July 20/91
ANGELA CAMERON	67 PARK PLAZA DR		July 20/91
BRIAN GALLAGHER	75 PARK PLAZA DR		July 20/91
JANIS GALLAGHER	75 PARKPLAZA.		July 20/91
DON CLANNON	63 PARKPLAZA DR		July 20/91
ARNIE DESANTIS	43 PARKPLAZA DR		July 20/91
BOB BLAIR	55 PARKPLAZA DR		July 20/91
DAVE UPSDELL	51 PARK PLAZA DR		July 20/91
SANIE UPSDELL	51 PARK PLAZA		July 20/91
ENZO MECOZZI	34 PARK PLAZA DR		Aug 1/91
Anna Mecozzi	34 Parkplaza Drive		Aug 01/91
Allan Law	74 Parkplaza Dr		Aug 1/91
VIDA LAW	74 parkplaza Dr		1 AUG 91
Vicki Cometto	78 Parkplaza Dr.		1 Aug 91
Marilyn Dawson	86 Park Plaza Dr.		1 Aug 91
Grant Dawson	86 Park Plaza Dr.		1 Aug 91
Bonny Bray	14 PARK PLAZA DR		1 AUG 91
[illegible] Bray	14 Parkplaza Dr		Aug 1/91
Jackie Peterson	63 Parkplaza Dr.		Aug 2-91
Janice Butera	59 Parkplaza Dr		Aug 2-91
CALOGERO BUTERA	59 Parkplaza Dr		Aug 2/91

7

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1990 May 4

REPORT TO: J. Schatz
Acting Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersection of Carriagegate Drive and Parkplaza Drive - Intersection Control (TEC-106-90)

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Carriagegate Drive and Parkplaza Drive at this time.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: *(IF NONE, STATE N/A)*

The installation of stop signs on Parkplaza at Carriagegate would result in increased vehicle operating costs in the order of $10,000 per year.

BACKGROUND:

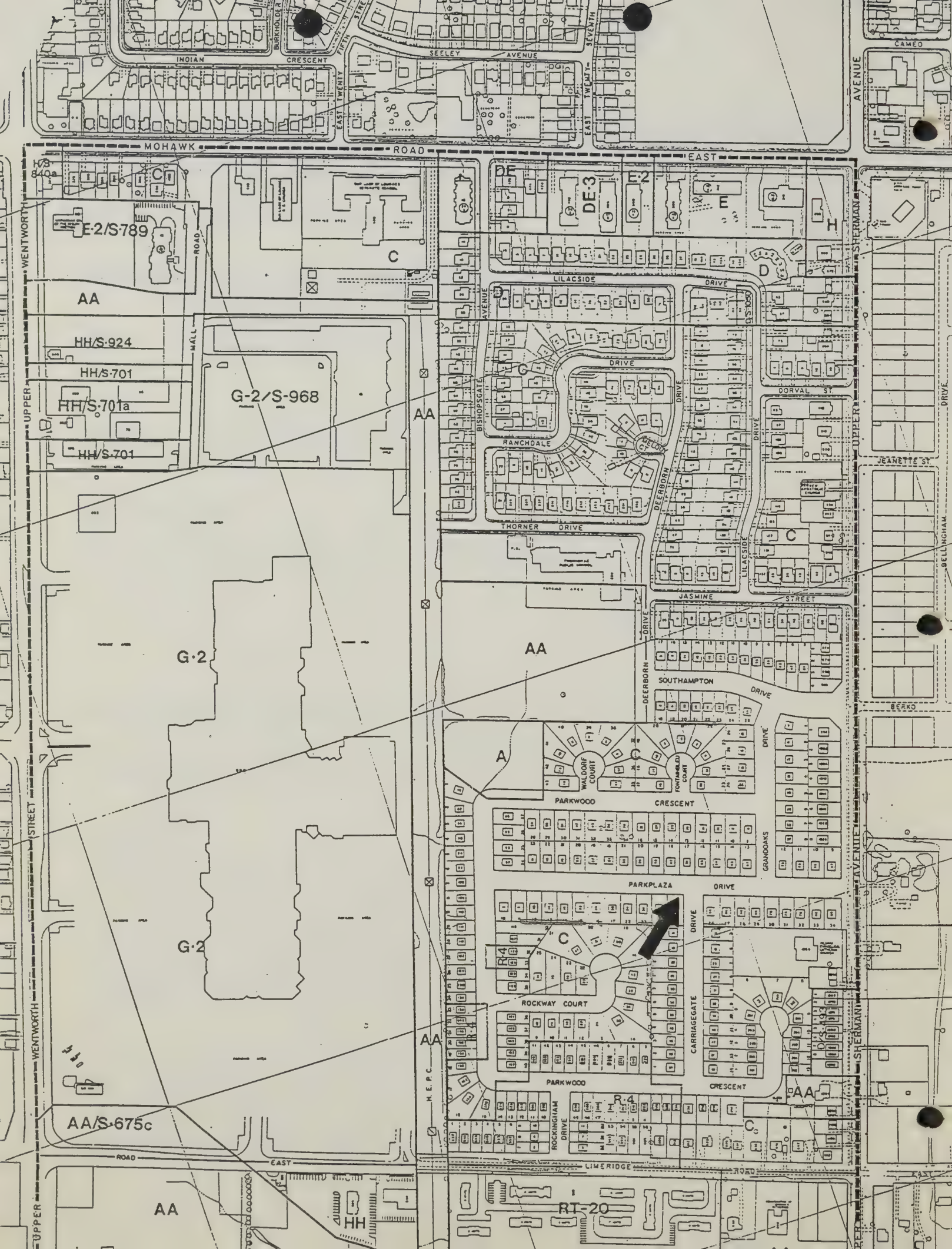
Alderman Henry Merling has advised of a request that three-way stop control be implemented at the intersection of Carriagegate and Parkplaza.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Carriagegate is required to stop for eastbound and westbound traffic on Parkplaza. Traffic Department records indicate that threre have been no reported collisions at the intersection since its construction. Thus, the intersection is operating safely.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective as a speed control device, and that the area of influence is only approximately 100 feet from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time".

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this location at this time.

For the above-noted reasons, the Traffic Department does not support the request for three-way stop control at Carriagegate and Parkplaza at this time.


MOHAWK ROAD EAST
INDIAN CRESCENT
BURKHOLDER
FIFTH
SEELEY AVENUE
SEVENTH
EAST TWENTY
EAST TWENTY-
CAMEO AVENUE
WENTWORTH
UPPER
SHERMAN
BELLINGHAM
DRIVE
E-2/S-789
HH/S-924
HH/S-701
HH/S-701a
HH/S-701
G-2/S-968
G-2
G-2
AA/S-675c
AA
AA
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JUL 16 1991

8.

Brian Hinkley Alderman Ward Three

71 Main Street West
Hamilton, Ontario
L8N 3T4

Tel: (416) 546-2730
Res: (416) 572-7500

CITY COUNCIL

- Finance & Administration Committee -Chairman
- Keep Hamilton Clean Committee -Chairman
- Seniors Centre Feasibility Study -Chairman
- Harbour Task Force -Chairman
- Handbill Sub-Committee -Chairman
- Hamilton Municipal Retirement Fund -Chairman
- Hamilton Seniors Council Liaison
- Parks & Recreation Committee -Member
- Hamilton Non-Profit Housing -Member
- Regional Engineering Committee -Member
- Regional Economic Planning Committee -Member
- Chairman's Environmental Advisory Committee -Member
- Hamilton-Wentworth Children's Aid Society -Member

July 16, 1991.

Miss Tina Agnello,
Secretary,
Transport and Environment Committee,
City Clerk's Department,
City Hall,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4.

Dear Miss Agnello:

RE: BULK GARBAGE COLLECTION

I would like to discuss, with the Members of the Transport and Environment Committee, our current program of bulk garbage collection.

A number of residents have raised several concerns with me.

It appears as though the current manner in which bulk garbage collection is undertaken has several deficiencies.

I would like to discuss these deficiencies with the Committee Members.

Yours truly,

Brian Hinkley

Brian Hinkley,
Alderman, Ward 3.

BH:dd

c.c. Joe Pavelka, Director of Public Works, City of Hamilton;
Henry Merling, Chairman, Transport and Environment Committee;
Fred Steffler, 85 Century Street, Hamilton, Ontario. L8L 1V9;
Joan Rapsavage, 52 Proctor Blvd., Hamilton, Ontario. L8M 2M4.

Recycled Paper

9.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Alderman D. Agostino

YOUR FILE:

FROM: Tina Agnello, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: Various Traffic Department Requests

DATE: 1991 July 31

Please be advised that your traffic requests were tabled at the Transport and Environment Committee meeting of July 22, 1991 to the August 19, 1991 meeting of the Transport and Environment Committee.

TA:lm

T. Agnello per KL

cc: Alderman H. Merling
Mr. M. Main

TRAFFIC DEPARTMENT

MEMORANDUM

9.

****

TO: Alderman Henry Merling
Chairman, Transport and Environment Committee

FROM: Murrary F. Main, P. Eng.
Director of Traffic Services PHONE: 546-4588

SUBJECT: Items currently under investigation for Alderman Dominic Agostino DATE: 1991 July 16

As requested, the following is a list of outstanding requests/reports for Alderman Agostino:

1. Kimberly and Dundonald - all way stop request
2. Alto and Capilano or Capilano and Glen Valley - all way stop request
3. Lake and Huckleberry - all way stop request
4. Greenhill and Monte - all way stop request
5. Greenhill and Summercrest - all way stop request
6. Dundunald and Erindale/Aberfoyle and Montrose - all way stop request
7. Kentley and Nugent - all way stop request
8. Mount Albion and Golfcrest or Mount Albion and Glencastle - all way stop request
9. Rosedale and Montrose - all way stop request
10. Evelyn and Bow Valley - stop sign enforcement
11. National and Tommar - all way stop request
12. Glen Echo and Secord - all way stop request
13. Nash and Rainbow - flashing amber light over playground sign
14. Nash and Glen Echo - request for a traffic signal/turn prohibitions
15. Mount Albion and Greenhill - longer walk signals
16. Queenston and Kenora - longer walk signals
17. Greenhill and Owen Place/King
    - longer walk signals
    - Westbound flashing advance green during p.m. rush hour
    - overnight flash operation
18. Queenston and Woodman - westbound flashing advance green
19. Intersection control in the Greenhill Garden Phase II subdivision
20. Parking on Greenhill Avenue between Vienna and Pavarrotti
21. Parking on the west side of Mount Albion Road
22. Riverdale Drive - "Permit Parking" for townhouses
23. Nicklaus Drive - "Permit Parking" for townhouses
24. Owen Place - feasibility of using a traffic circle
25. Nash and Dover - request for a school crossing guard
26. Quigley and Greenhill - request for a school crossing guard
27. Renner Court - parking violations

Murray F. Main

/ca

RECEIVED
AUG 9 1991
CITY CLERK

2 CARLTON STREET, SUITE 121, TORONTO, ONTARIO, M5B 2H5 TEL. 598-4138

August, 1991

THE ONTARIO TRAFFIC CONFERENCE

MAYOR AND MEMBERS OF COUNCIL

Greetings,

Let me introduce myself. I am Marcel Brunelle, a Regional Councillor for Whitby on the Durham Regional Council. I am also the new Chairman of the Elected Officials Committee of the Ontario Traffic Conference.

It is in the latter capacity that I write to advise you of two resolutions passed by the O.T.C. at the annual General Meeting in May and referred to our committee for review and response by Elected Representatives.

The first resolution calls on the Province to require that all speed limits set by local municipalities be done so ONLY ON THE BASIS OF ENGINEERING AND TRAFFIC WARRANTS.

The second resolution asks the Ministry of Transportation to issue a directive to local Councils that any traffic control devices (stop, yield, turn, traffic lights, etc.) SHOULD NOT BE INSTALLED UNLESS THEY ARE SUPPORTED BY TRAFFIC ENGINEERING WARRANTS.

Although I acknowledge the well meaning intent of these resolutions, we should understand the intrusion into our Elected Councils' decision-making rights and responsibilities that these resolutions represent.

Accordingly, I am calling a meeting of the Elected Officials Committee to be held on **Thursday, September 5th, at 10 AM** in the **Durham Regional Headquarters**, to enable us to discuss these resolutions and report our findings to the O.T.C.

As a Member of the O.T.C., I trust that you will send a Council representative to assist us in our deliberations on these important matters.

Sincerely,

Marcel Brunelle

Marcel Brunelle,
Chairman,
O.T.C. Elected Officials Committee.

P.T.O.

ONTARIO TRAFFIC CONFERENCE

ELECTED OFFICIALS' COMMITTEE MEETING

WHEN: Thursday, September 5th, 1991 - 10:00 AM

WHERE: Durham Regional Headquarters,
605 Rossland Road, East
Whitby, Ontario

WHAT: Discussion and Recommendations on Traffic Signals and Speed Limits in Response to O.T.C. Resolutions

The selection of a topic for the Conference in June, 1992

WHY: Are we, the Elected Representatives, still in control?

WHO: ELECTED REPRESENTATIVES THAT CARE!!!

If you plan to attend, it would assist us in preparing for food and refreshments, plus other activities, if you CALL VIRGINIA McCLOUD AT (416) 668-7711 to confirm.

I am available at (416) 668-5803.

HOPE TO SEE YOU THERE ..... Thanks, Marcel

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25076	DARK GREEN
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25078	RED
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